The Hong Kong Daily Press.

No. 3169 號九十六百壹千八第 日十三月 光緒 HONGKONG, TUESDAY, FEBRUARY 26TH, 1884. 二年丙 號六十二月二故港香 [PRICE $2½ PER MONTH

SHIPPING.

ARRIVALS.

February 24, Ping-on, British steamer, 579, A. A. McCaslin, Pakhoi 21st February, and Hoihow 23rd, General.—RUSSELL & Co.

February 25, Anton, German steamer, 895, S. Chroder, Hoihow 23rd February, General.—WIELER & Co.

February 25, Hecht, German 3-m. sch., 358, W. Ploetz, Quinhon 8th February, Salt—SIEMSSEN & Co.

February 25, Camorta, Dutch str., 1,291, J. Oreille, Swatow 24th February, General.—JARDINE, MATHESON & Co.

February 25, Kong Beng, British steamer, 862, R. Jones, Bangkok 25th February, General—YUEN FAT HONG.

February 25, Fly, British gunboat, from Canton.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
FEBRUARY 25TH.

Taichiow, British str., for Bangkok.
Hoihow, British str., for Swatow.
Thales, British str., for Swatow.
Massalia, German str., for Saigon.
Anton, German str., for Hoihow.
Francisca, German bark, for Chefoo.

DEPARTURES.

February 25, De Bay, British steamer, for Nagasaki.

February 25, Audacious, British frigate, for a cruise.

PASSENGERS.

ARRIVED.

Per *Ping-on*, str., from Pakhoi and Hoihow.—51 Chinese.

Per *Camorta*, str., from Swatow.—357 Chinese.

Per *Kong Beng*, str., from Bangkok.—Mr. Sinclair and 50 Chinese.

REPORTS.

The British steamer *Kong Beng* reports left Bangkok on the 18th inst., and had fine weather throughout as far as Cape Padaran; thence to port strong N.E. monsoon and high head sea.

The British steamer *Ping-on* reports left Pakhoi on the 21st inst., arrived in Hoihow the same day, left again on the 23rd; had moderate N.E. breeze and fine, clear weather to port.

SHANGHAI SHIPPING.

February—

ARRIVALS.

11, Hae-shin, Chinese str., from Foochow.
12, Kiang-teen, Chinese str., from Ningpo.
12, Kiang-yu, Chinese str., from Hankow.
12, See-wo, British str., from Swatow.
13, Tunsin, British str., from Ningpo.
13, Chofoo, British str., from Swatow.
13, Keelung, British str., from Swatow.
13, Kwa Hsiang, Chinese str., from a cruise.
13, Yung-ching, Chinese str., from H'kong.
14, Kiang-teen, Chinese str., from Ningpo.
14, Pekin, British str., from Hankow.
14, Genkai Maru, Jap. str., from Japan.
14, Wenchow, British str., from Taiwanfoo.
14, Queen of England, Siam. bk., from B'kok.
14, Wha-on, British str., from Hankow.
15, Taiwo, British str., from Hankow.
15, Tunsin, British str., from Ningpo.
15, W. C. de Vries, British str., from Hankow.
15, Fungshun, Chinese str., from Chefoo.
15, Fooksang, British str., from Hongkong.
15, Diomed, British str., from Liverpool.
15, Grantham Hall, British str., from K'lung.
15, Soolooo, British bark, from Nagasaki.
15, Dorothy, British bark, from Kanagawa.
16, Kiang-teen, Chinese str., from Ningpo.
16, Amdyr, French str., from Hongkong.
16, Kiang-foo, Chinese str., from Hankow.
16, Ningpo, British str., from Hongkong.
16, Chiyaya Maru, Jap. bark, from K'notzu.
16, Ingo, German str., from Nagasaki.
17, Glenlyon, British str., from London.
17, Kumasako Maru, Jap. bk., from K'notzu.
17, Pechili, British str., from Nagasaki.
17, Tuesin, British str., from Ningpo.
17, Ngankig, British str., from Hankow.
18, Fushun, Chinese str., from Hongkong.
18, Kwongsang, British str., from H'kong.
18, Kung Wo, British str., from Hankow.
18, Midge, British g-bt., from Ningpo.

February—

DEPARTURES.

12, Sin Nanning, British str., for Foochow.
12, Glenroy, British str., for London.
12, Yungning, Chinese str., for Wenchow.
12, Kiang-teen, Chinese str., for Ningpo.
12, Satsuma, British bark, for Nagasaki.
13, Hideyoshi Maru, Jap. str., for K'notzu.
13, Moselane, British str., for Hiogo.
13, Amoy, British str., for Hongkong.
13, Kiang-yong, Chinese str., for Hankow.
13, Kung-pai, Chinese str., for Amoy.
13, Lee-yuen, Chinese str., for H'kong.
13, Newchwang, British str., for Amoy.
13, Shanghai, British str., for Hankow.
13, Sual, British str., for Hankow.
13, Swatow, British str., for Chefoo.
13, Tokio Maru, Jap. str., for Nagasaki.
13, Tungsin, British str., for Ningpo.
14, Assam, British str., for Hongkong.
14, Fuh Wo, British str., for Hankow.
14, Kiang-teen, Chinese str., for Ningpo.
14, Waverley, British str., for Nagasaki.
15, Kiang-yu, Chinese str., for Hankow.
15, Tuesin, British str., for Ningpo.
15, Juniata, Amr. gbt., for Nagasaki.
15, Monocacy, Amr. corv., for Canton.
16, Clara Rahuyan, British bark, for Penang.
16, Chefoo, British str., for Chefoo.
16, Hae-shin, Chinese str., for Foochow.
16, Keelung, British str., for Swatow.
16, Pekin, British str., for Hankow.
16, Seowo, British str., for Amoy.
16, Kiang-teen, Chinese str., for Ningpo.
17, Nanzin, British str., for Nagasaki.
17, Fooksang, British str., for H'kong.
17, W. C. de Vries, British str., for Hankow.
17, Wha-on, British str., for Hankow.
17, Taiwo, British str., for Hankow.
18, Tunsin, British str., for H'kong.

VESSELS ARRIVED IN EUROPE FROM PORTS IN CHINA, JAPAN, AND MANILA.
(Per last Mail's Advice).

Lilian (s.)	Shanghai	Dec. 25
Robilla (s.)	Shanghai	Dec. 28
Cardiganshire (s.)	Yokohama	Dec. 29
Fairy	Manila	Dec. 30
Berenice (s.)	Hongkong	Dec. 30
Ajax (s.)	Shanghai	Jan. 2

VESSELS EXPECTED AT HONGKONG.
(Corrected to Date).

Aura	Cardiff	Oct. 15
Anna	Penarth	Oct. 21
Constance	Penarth	Oct. 22
Figaro	Penarth	Nov. 10
Esmeralda	Hamburg	Nov. 13
Medina	Cardiff	Nov. 26
Hadera	Cardiff	Nov. 30
Levi C. Wade	Cardiff	Nov. 30
Embleton (s.)	Glasgow	Nov. 30
Heinrich	Cardiff	Dec. 1
Elise	Cardiff	Dec. 3
Honhuwar	L'pool via Cardiff	Dec. 3
Asia (s.)	Cardiff	Dec. 5
George	Cardiff	Dec. 14
Leonora	L'pool via Cardiff	Dec. 17
Sirsa (s.)	G'gow via London	Dec. 19
Hengloo (s.)	Leith	Dec. 26
Andrew Jackson	Cardiff	Dec. 29
Marinin	Cardiff	Dec. 30
Kaisow	Cardiff	Dec. 30
Forest King	Penarth	Jan. 1

THE TOURISTS' GUIDE.
REDUCED PRICE, $1.

Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti and Mandarin Pronunciation.

Also a few copies of the GRAMMAR OF THE CHINESE LANGUAGE, in two Parts.

The Daily Press Office.

INTIMATIONS.

LANE, CRAWFORD & Co. STORE-KEEPERS, WINE MERCHANTS, &c., have received the following FRESH STORES from GROSE & BLACKWELL and other best packers:—

Dried and Fresh HERRINGS.
KIPPERED HERRINGS, and YARMOUTH BLOATERS.
BARNES' CELEBRATED HOME-MADE JAMS.
FRENCH JAMS and BUTTER. KEILLER'S MARMALADE.
PATÉ DE FOIE GRAS and ASSORTED ENGLISH PATÉS.
ENGLISH, FRENCH, DUTCH, and AMERICAN ASPARAGUS.
GALENTINE OF GAME, BRAWN, BOARS' HEAD CAVIARE.
BEST FRENCH SARDINES, in Oil and Citron.
OX TONGUES. PICNIC TONGUES. DRIED TONGUES, &c.
SAUCES, CHUTNEYS, CHEESE, HONEY.
FRENCH, ENGLISH and AMERICAN TINNED VEGETABLES, SOUPS, SARRAGON, VINEGAR, &c.
BEAST'S CELEBRATED SUFFOLK BACON and HAMS.
ASSORTED WINES, SPIRITS, and LIQUEURS, as per lists.

LANE, CRAWFORD & Co.

18th February, 1884. [32

PORTLAND CEMENT.
J. B. WHITE & BROS.
SOLE AGENTS FOR CHINA,
HOLLIDAY, WISE & Co.

Hongkong, 11th April, 1883. [2263

INSURANCES.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed Agents for the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSSEN & Co., Agents.

16th November, 1872. [12

FIRE INSURANCE COMPANY, OF 1877. IN HAMBURG.

THE Undersigned Agents of the above Company, are Prepared to ACCEPT RISKS at Current Rates.

PUSTAU & Co., Agents.

18th January, 1884. [192

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

THE undersigned, Agents of the above Company, are authorized to INSURE against FIRE at Current Rates.

GILMAN & Co.

1st January, 1882. [16

CALEDONIAN FIRE AND LIFE INSURANCE COMPANY.
ESTABLISHED 1805.

THE Undersigned having been appointed Agents for the above Company are prepared to issue Policies of Insurance against Fire on the usual terms.

ARNHOLD, KARBERG & Co.

January 188 2. [958

THE MAN ON INSURANCE COMPANY, LIMITED.
HEAD OFFICE—HONGKONG.
CAPITAL (SUBSCRIBED), $1,000,000.

BOARD OF DIRECTORS.
LUM SIN SANG, Esq.
CHAN HUP, Esq. | YO-CHONG PENG, Esq.
CHAN LI CHOY, Esq. | Q. HOI CHUNG, Esq.

The Company GRANTS POLICIES on MARINE RISKS to all parts of the World, payable at any of its Agencies.

Contributory Dividends are payable to all Contributors of Business, whether they are Shareholders or not.

WOO LIN YUEN, Secretary.

HEAD OFFICE,
No. 2, Queen's Road West,
Hongkong, 14th March, 1881. [1705

THE STRAITS INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed Agents for the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World, at current rates.

ARNHOLD, KARBERG & Co.

5th November, 1883. [2004

SUN FIRE OFFICE.

The Undersigned are prepared from this date to GRANT POLICIES against FIRE at the Reduced Tariff Rates to the extent of $50,000 on First-class Risks.

LINSTEAD & DAVIS, Agents, Sun Fire Office.

12th May, 1881. [13

THE LONDON ASSURANCE.
INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST.
A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.
Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.
Policies issued for long or short periods at current rates.

LIFE DEPARTMENT.
Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.

26th July, 1872. [11

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

The Undersigned, as Agents for the above Company, are prepared from this date to GRANT POLICIES upon FIRST-CLASS RISKS to the extent of £15,000, at the Reduced Tariff Rates.

DOUGLAS LAPRAIK & Co.

11th May, 1881. [14

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

The Undersigned, Agents for the above Company, are prepared to ACCEPT RISKS on FIRST-CLASS GODOWNS at ½ per Cent. Nett premium per Annum.

NORTON & Co., Agents.

20th May, 1881. [1

PHŒNIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at the following Rates:—

On First-class European Tenements	at ¾% Net per Annum.
On First-class Godowns & Merchandise stored therein	at ¾% Net per Annum.
On Coals	at 1 % Net per Annum.
On Petroleum in licensed Godowns	at 1½% Net per Annum.
On First-class Chinese Tenements	at 2 % Net per Annum.
On Second-class Chinese Tenements	at 2½% Net per Annum.

DOUGLAS LAPRAIK & Co., Agents for Phœnix Fire Office.

5th August, 1881. [15

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL...$5,000,000.
INSTALMENT received on NEW SHARES... 926,765.62.
$5,926,765.62.
RESERVED FUND...$2,500,000.
INSTALMENTS of PREMIUM received on NEW SHARES ..... 698,336.43.
$3,198,336.43.

COURT OF DIRECTORS:—
Chairman—WM. KEINERS, Esq.
Deputy Chairman—W. S. YOUNG, Esq.
H. L. Dalrymple, Esq. | A. McIver, Esq.
A. Gilizow, Esq. | F. D. Sassoon, Esq.
Hon. F. B. Johnson. | M. E. Sassoon, Esq.
A. P. McEwen, Esq. | W. H. Forbes, Esq.

CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq., MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
On Current Deposit Account at the rate of 2 per cent. per Annum on the daily balance.
On Fixed Deposits:—
For 3 months 3 per Cent. per Annum.
For 6 months 4 per Cent. per Annum.
For 12 months 5 per Cent. per Annum.
LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East,
Hongkong, 25th August, 1883. [7

ORIENTAL BANK CORPORATION.
(INCORPORATED BY ROYAL CHARTER).

PAID-UP CAPITAL..... £1,500,000.
RESERVE LIABILITY UNDER CHARTER..... £1,500,000.

LONDON BANKERS:
BANK OF ENGLAND.
UNION BANK OF LONDON, LIMITED.
BANK OF SCOTLAND, LONDON.
RATES OF INTEREST ALLOWED ON DEPOSITS:
At 3 Months' Notice, 3 per Cent. per Annum.
At 6 Months' Notice, 4 per Cent. per Annum.
At 12 Months' Notice, 5 per Cent. per Annum.
Current Accounts kept on Terms which may be learnt on application.

J. MELVILLE MATSON, Manager.

Hongkong, 1st June, 1882. [8

TO BE LET.

TO LET.

TWO BUNGALOWS, Nos. 33 and 35, POKEFULUM ROAD and THIRD STREET.
Apply to BELLILIOS & Co.

20th February, 1884. [408

TO LET.

NOS. 4, 7, and 8, SEYMOUR TERRACE.

No. 16, HOLLYWOOD ROAD.
No. 25B, PRAYA CENTRAL.
Apply to DAVID SASSOON, SONS & Co.

28th June, 1883. [27

COALS TAKEN ON STORAGE at moderate terms.
Apply to MEYER & Co.

1st February, 1884. [370

HONGKONG WHARF & GODOWNS.

Goods received on STORAGE at Moderate Rates, in First-class Godowns.
Also
Entire GODOWNS to be LET.
Apply to MEYER & Co.

3rd March, 1881. [1057

TO BE LET.
With Immediate Possession,
THE DETACHED RESIDENCE known as "BERYL," situate at Kowloon, with Flower and Vegetable Gardens and Tennis Lawn. Rent moderate.
Apply to HENRY J. HOLMES, Solicitor, Zetland Street.

8th February, 1884. [328

TO BE LET.

NO. 9, MOSQUE TERRACE.
No. 18, ELGIN STREET.
"ELGIN VILLA," CAINE ROAD.
OFFICES in QUEEN'S ROAD CENTRAL.
HOUSES in SPRING GARDENS, at moderate Rentals.
GODOWNS, EAST and WEST POINTS.
Apply to LINSTEAD & DAVIS.

8th February, 1884. [334

TO BE LET.
LARGE and SMALL COAL GODOWNS at Wanchai, with Water Frontage.
Apply to LINSTEAD & DAVIS.

5th January, 1884. [98

TO BE LET.
From 1st February, 1884.
THE PREMISES in FLETCHER'S BUILDINGS, No. 6, Queen's Road, at present in the occupation of Mr. George Stainfield. Also, with immediate possession, some SMALL GODOWNS under the Temperance Hall.
Apply to LINSTEAD & DAVIS.

5th January, 1884. [100

TO LET.

GODOWNS Nos. 64 and 65, PRAYA EAST, BOWRINGTON.
Apply to D. NOWROJEE, Victoria Hotel.

28th December, 1883. [31

TO LET.

ROOMS in CLUB CHAMBERS.
Apply to DOUGLAS LAPRAIK & Co.

1st February, 1882. [28

TO LET.

THE PREMISES now occupied by us No. 11, Queen's Road Central.
For Further Particulars, apply to Messrs. RUSSELL & Co.
GEO. R. STEVENS & Co.

1st August, 1883. [30

SUN SHING
DEALER IN SILKS,
Canton and Shanghai Gauzes, Crape Shawls, Lacquered and Ivory Ware, Curiosities, Ornaments, Inlaid Chairs and Tables, &c., &c.,
GOLD AND SILVER JEWELLER,
ENGRAVER ON STAMPS, SEALS, &c., &c.,
No. 62, QUEEN'S ROAD, HONGKONG.

NOTE.—This Firm is the oldest established of the kind in Hongkong, and has no connection with any other of similar hong name.

SUN SHING. [1610

T. ALGAR AND COMPANY.
HOUSE AND ESTATE AGENTS.
RENTS COLLECTED.
BROWN, JONES & CO.,
UNDERTAKERS,
MOURNING STATIONERY, &c.,
MONUMENTS ERECTED,
6, QUEEN'S ROAD EAST. [22

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned has received instructions from A. MENCARINI, Esq., Spanish Consul, to Sell by Public Auction,
TO-MORROW,
the 27th February, 1884, at 2 P.M., at his Residence, Ball's Court West,
THE WHOLE OF HIS
HOUSEHOLD FURNITURE, &c.
Comprising:—
CRETONNE COVERED DRAWING ROOM SUITES, ROSE WOOD CENTRE TABLE, BLACK WOOD MARBLE TOP TABLES, CARD TABLES, CHIMNEY GLASSES and ORNAMENTS.
DINING TABLE, SIDEBOARD, WHATNOTS, DINNER, DESSERT and TEA SETS, GLASS and PLATED WARE.
DOUBLE BEDSTEAD, Double-Winged WARDROBE, WARDROBES, CHEST OF DRAWERS, MARBLE TOP TOILET TABLE and WASHSTAND.
SUNDRY PLANTS in Pots.
&c., &c., &c.
Catalogues will be issued.
TERMS OF SALE.—As customary.

J. M. ARMSTRONG, Auctioneer.

20th February, 1884. [407

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,
TO-MORROW,
the 27th day of February, 1884, at the Premises at 3 P.M.,
By order of the MORTGAGEE,
HOUSE No. 120, in Jervois Street, registered in the Land Office as SECTION B of INLAND LOT No. 191, B. Held for 999 years.
And,
THREE HOUSES in Tank Lane, Nos. 23, 25, and 27, registered in the Land Office as SECTION A of INLAND LOT No. 279. Held for 999 years
For Particulars and Conditions of Sale, apply to J. M. GUEDES, Auctioneer.

18th February, 1884. [390

INTIMATIONS.

KELLY AND WALSH'S
NEW TAUCHNITZ VOLUMES.

Belinda, by Rhoda Broughton.
The Mistletoe Bough, by Anthony Trollope.
Ghost of Charlotte Cray, by Florence Marryatt.
Her First Appearance—Author of Molly Bawn.
Through One Administration—F. H. Burnett.
Phantom Fortune—Miss Braddon.
Wanda—Ouida.
A Chance Acquaintance—W. D. Howells.
Regimental Legends—J. S. Winter.
Disarmed—Miss Betham Edwards.
La Mère Bauche—Anthony Trollope.
Life's Aftermath—Emma Marshall.
French Poets and Novelists—Henry James.
Life on the Mississippi—Mark Twain.
Their Wedding Journey—W. D. Howells.
Treherne's Temptation—Alaric Carr.
June—Mrs. Forrester.
One Tramp—John Habberton.

JUST RECEIVED.
Powerful Field, Marine and Opera Glasses.
New Sketching Block.
Whatman's Drawing Paper.
Tracing Cloth and Tracing Paper.
Whittaker's Almanacks, 1884.
Nautical Almanacks, 1884.
New Meerschaum and Briar Root Pipes and Cigar and Cigarette Holders.

KELLY & WALSH.—HONGKONG. [25

BOOTS, SHOES, &c.

W. BREWER is now showing a large Consignment of 1,000 pairs of

LADIES', GENTLEMEN'S AND CHILDREN'S
BOOTS AND SHOES,
which, to effect a speedy clearance, he will sell
at English Prices.

A quantity of LAWN TENNIS SHOES.

W. BREWER,
26] Queen's Road.

ROBT. SIM & Co.'s PATENT ANTI-FOULING COMPOSITION
as supplied to
Her Majesty's Ships; The P. & O. S. N. Co.; The Douglas Steamship Co.; The Japanese Government.
Sole Agent, China, Japan, and Manila.
EDWARD GEORGE.

31st January, 1884. [258

OLD HIGHLAND WHISKY.

WE have appointed Messrs. OVERBECK & Co., of Shanghai, Sole Agents for the sale of our OLD HIGHLAND WHISKY in China and Hongkong.

Kilmarnock and London, } 16th November, 1883.
JOHN WALKER & SONS.

For Sale at $8 per Case of 1 dozen Bottles.
SIEMSSEN & Co.

Hongkong, 18th January, 1884. [193

GEORGE GOULET CHAMPAGNE.
PUSTAU & Co., Agents.

18th January, 1884. [191

THE CHUNG NGOI SAN PO
(Chinese *Daily Press*),
PUBLISHED DAILY,
Is the best medium for Advertising among the Native Community.

It has been established upwards of TWENTY YEARS, and enjoys the largest *bond fide* circulation of any Chinese paper in the Southern China. It is carefully edited by an experienced Chinese Scholar, and contains FULL and RELIABLE COMMERCIAL INTELLIGENCE.

Terms for Advertising can be obtained at the Office, Wyndham Street, Hongkong; or from the different Agents.

A FONG,
PHOTOGRAPHER,
Has a LARGER, CHOICER, and more COMPLETE COLLECTION of VIEWS, than any other in the Empire, the Copies of which are only to be purchased from this Studio or Messrs. KELLY & WALSH'S Store.
INSTANTANEOUS VIEWS, GROUPS and PORTRAITS taken daily.
Also,
A Set of PHOTOGRAPHIC VIEWS of the scene of the late Riot in Canton.
IVORY MINIATURES of superior excellence and high finish, painted by native artists under careful supervision, from $7.
STUDIO, QUEEN'S ROAD,
Nearly opposite the Hongkong Hotel. [45

"JAPAN GAZETTE,"
YOKOHAMA.

HAVING been appointed AGENT in HONGKONG and SOUTH CHINA for the *Japan Gazette*, "Japan Gazette Summary," and "Long List," Orders for Subscriptions and Advertisements will be received at this Office.

Hongkong Daily Press Office,
Hongkong, 23rd May, 1877.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

STEAMSHIP "KUMAMOTO-MARU," FROM KOBE AND NAGASAKI.

CONSIGNEES of Cargo by the above Vessel are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge or remaining on board after TUESDAY, the 25th February, 1884, will be landed and stored at Consignees' expense and risk.

No Fire Insurance will be effected.

H. J. H. TRIPP, Agent, Mitsu Bishi Mail Steamship Co.

23rd February, 1884.

FROM GLASGOW, LONDON, PENANG, AND SINGAPORE.

THE Steamship "GLENEARN," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned, whence or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before FOUR P.M. TO-DAY, the 20th instant.

Cargo remaining undelivered after the 27th instant, will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co.

20th February, 1884. [409

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship "ASHBURNE," having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature and to take immediate delivery of their goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & Co., General Managers.

21st February, 1884. [411

NOTICE TO CONSIGNEES.

CONSIGNEES of the following Cargo are requested to send in their Bills of Lading to the undersigned for countersignature, and take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

Ex "SAGHALIEN."
No Mark, No Number, 2 Bundles Iron.
H (in triangle) S (on top) No. 390,—1 Case.
S J No. 3,—1 Case.
FOO No. 7469,—1 Bag Raisins.
S & C No. 1,—1 Case.
O E M H Nos. 1, 6, 7, 9,—4 Cases.

J. MARTIN, Acting Agent.

INTIMATIONS.

NOTICE.

IT is hereby notified to the Public that the Military Authorities are about to lay a MINE FIELD on the Hongkong side of the LYE MUN PASS, for the purpose of making experiments.

The Field will be marked by two buoys moored in the Centre of the Pass; and to prevent fouling the Mine Cases and Moorings, Masters of Vessels navigating the Channel are cautioned to keep on the North East or Chinese side of the said buoys.

Guard Boats will be stationed to warn Shipmasters previous to firing the Mines.

(Signed) H. G. THOMSETT, Harbour Master, &c.

Harbour Department,
Hongkong, 5th February, 1884. [330

NOTICE.

MASTERS OF JUNKS are directed to keep on the Chinese side of the LYE MUN PASS, when going through that Channel, in order to avoid damage from Mines which are to be laid on the Hongkong side of the Pass.

(Signed) H. G. THOMSETT, Harbour Master.

Harbour Department,
Hongkong, 5th February, 1884. [331

AGENCIES ORIGINALLY ESTABLISHED IN CHINA IN 1847.

CUTLER, PALMER & Co., WINE SHIPPERS,
call attention to some of the Specialities they now consign to China, viz:—

Their Old **** COGNAC; quality never varies any more than does their *** COGNAC quality.
Their own Blend of SCOTCH WHISKY, Highland Malt.
Their Genuine PORT for Invalid's use.
Their SHERRY, which maintains a good repute.
Their CLARETS, as produced in the vineyards.
The ROYAL CHAMPAGNE, used by Her Majesty the Queen.

These among other items are always to be had at the Godowns of our Friends
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LANE, CRAWFORD & Co., Hongkong.

We maintain quality, and our prices are consistent therewith and at the same time reasonable. [2096

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID CORSAR & SONS, Arbroath.

ARNHOLD, KARBERG & Co.

Hongkong, January, 1867. [20

JOSEPH GILLOTT'S STEEL PENS.
GOLD MEDAL,
PARIS, 1878.
Sold by all
Stationers and Dealers. [929

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☞ The Third Volume commenced with the July issue, the Subscription counting from 1st July, 1883, (but including the Extra number of *T. A.* with Report on Forests and Map).

A full-page London Price List for New and Old Products, each month, is a feature in the *T. A.* now, and much information is being given in reference to Fruit-growing and Horticulture, as well as to Native Agriculture and New Products, generally.

Annual Subscription for China and Far East R14 or $1.2 paid in advance. Agents for China, "Hongkong Daily Press" Office. [1960—3

INTIMATIONS.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.

THE FIFTEENTH ORDINARY MEETING OF SHAREHOLDERS in the Company will be held at the Company's Office, No. 45, Queen's Road, Victoria, at THREE O'CLOCK in the Afternoon THIS DAY, the 26th February instant, for the purpose of receiving a Statement of Accounts, and the Report of the Directors for the year ending 31st December, 1883.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 26th instant, both days inclusive.

By Order,
JAS. B. COUGHTRIE, Secretary.

26th February, 1884. [303

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held in the Offices of the Company, No. 14, Praya Central, THIS DAY, the 26th instant, at 3.30 P.M., for the purpose of receiving the Report of the Directors and a Statement of Accounts to December 31st, 1883.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 12th to TUESDAY, the 26th instant, both days inclusive.

By Order of the Board of Directors,
D. GILLIES, Secretary.

26th February, 1884. [302

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.
NOTICE TO SHAREHOLDERS.

THE FIFTEENTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the Offices of the Company, No. 7, Queen's Road, at TWELVE O'CLOCK, NOON, of THURSDAY, the 28th February instant, to receive a Statement of Accounts to the 31st December, 1883, the Report of the General Managers, and to elect a Consulting Committee and Auditors.

JARDINE, MATHESON & Co., General Managers,
Hongkong Fire Insurance Co., Limited.

5th February, 1884. [305

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.
NOTICE

THE TRANSFER BOOKS of the Company will be CLOSED from the 15th to the 28th day of February instant, both days included.

JARDINE, MATHESON & Co., General Managers,
Hongkong Fire Insurance Co., Limited.

5th February, 1884. [306

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on THURSDAY, the 28th day of February current, at THREE O'CLOCK P.M., for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 31st December, 1883.

By Order of the Court of Directors,
T. JACKSON, Chief Manager.

6th February, 1884. [312

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS OF SHARES of the Corporation will be CLOSED from the 14th to the 28th February current (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors.
T. JACKSON, Chief Manager.

6th February, 1884. [313

THE ANNUAL GENERAL MEETING OF THE MEMBERS OF THE HONGKONG GENERAL CHAMBER OF COMMERCE will be held on FRIDAY, the 29th instant, at 3.30 P.M., at the CITY HALL.

By Order,
EDWARD GEORGE, Secretary.

20th February, 1884. [406

HONGKONG ENGINEERS' INSTITUTE.
NOTICE.

A GENERAL meeting of MEMBERS of the above will be held on WEDNESDAY, the 5th March, at the Institute Rooms at 8.15 p.m.

JAMES K. REBBECK, Hon. Sec.

22nd February, 1884. [420

MAIL TABLES.

THE TABLE of ARRIVALS and DEPARTURES of ENGLISH and FRENCH MAILS at and from LONDON and HONGKONG will be found in "THE CHRONICLE AND DIRECTORY," p. 401 of large edition, p. 649, small edition.

Separate Copies, with Anglo-Chinese Calendar can be had at 10 Cents each or $1 per dozen.

"Daily Press" Office,
1st February, 1884. [281

NOTICE.

In the matter of the Estate of JAMES WALTER CONNER, late of Victoria, in the Colony of Hongkong, Master Mariner, Deceased.

NOTICE is hereby given that all Creditors and other Persons having any CLAIMS or DEMANDS upon or against the ESTATE of the said JAMES WALTER CONNER, who died at Victoria aforesaid, on the 11th day of February, 1884, and whose Will was duly proved in the Supreme Court of Hongkong in its Probate Jurisdiction on the 20th day of February, 1884, by WILLIAM DOLAN, of Victoria, the Acting Executor of the said Will, are hereby required to send in Writing the Particulars of their Claims or demands to the Undersigned on or before the 22nd day of March, 1884, pursuant to an Order of the Supreme Court of Hongkong dated the 20th day of February, 1884, limiting the time for Creditors to send in their Claims to that date.

And NOTICE is hereby also given that at the expiration of the last mentioned day the said WILLIAM DOLAN will proceed to distribute the Assets of the said JAMES WALTER CONNER, deceased, amongst the Parties entitled thereto having regard to the Claims of which the said WILLIAM DOLAN or the Undersigned shall then have had notice, and that the said WILLIAM DOLAN will not be liable for the Assets or any part thereof so distributed to any person of whose Claim he shall not have had notice at the time of distribution.

Dated the 20th day of February, 1884.

BRERETON, WOTTON, & DEACON, Solicitors for the said WILLIAM DOLAN, 35, Queen's Road, Hongkong.

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ENGINEERS,
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Having commenced business, are ready to undertake work of the above descriptions under the Supervision of an EXPERIENCED EUROPEAN.
Orders executed with the utmost despatch and at moderate terms. [1704

INTIMATIONS.

HONGKONG, CANTON, AND MACAO STEAMBOAT COMPANY, LIMITED.

MR. THOMAS ARNOLD will act as SECRETARY of the above Company until further notice.

E. R. BELILIOS, Chairman.

25th February, 1884. [430

PERSEVERANCE LODGE, No. 1165.

THE FUNERAL of the late lamented Brother POLICARPO ANTONIO DA COSTA will take place TO-DAY, leaving the Masonic Hall at 4.15 P.M. precisely. All Brethren are invited to attend.

26th February, 1884. [436

VICTORIA LODGE, No. 1026.

THE BRETHREN are invited to assemble at MASONIC HALL, TO-DAY, the 26th instant, at 3.45 P.M., to attend the FUNERAL of the late Brother P. A. DA COSTA, M. M. Perseverance Lodge, 1165.

By Command of the W. M.,
A. O'D. GOURDIN, Secretary.

26th February, 1884. [432

NOTICE.
ZETLAND LODGE, No. 525.

THE BRETHREN are invited to assemble at MASONIC HALL, at 3.45 P.M., TO-DAY, the 26th inst., to attend the FUNERAL of the late Brother P. A. DA COSTA, M. M. Perseverance Lodge.

By Command of the W. M.,
W. M. B. ARTHUR, Sec

NOW READY.

THE CHRONICLE & DIRECTORY
FOR 1884.
With which is incorporated
THE CHINA DIRECTORY.

(TWENTY-SECOND ANNUAL ISSUE),
ROYAL OCTAVO. pp. 1,080.....$5.00.
SMALL EDITION, pp. 684.....$3.00.

THE CHRONICLE AND DIRECTORY has been thoroughly revised and brought up to date, and is again much increased in size.

It contains DESCRIPTIVE and STATISTICAL ACCOUNTS of, and DIRECTORIES for

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Do. Ladies' Directory
Do. Military Forces.
Do. Chinese Hongs.
MACAO.
CHINA—
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Hoihow.
Whampoa.
Canton.
Swatow.
Amoy.
Takao.
Taiwanfoo.
Tamsui.
Keelung.
Foochow.
Wenchow.
Ningpo.
Shanghai.
Chinkiang.
Wuhu.
Kiukiang.
Hankow.
Ichang.
Chungking.
Chefoo.
Tahu.
Tientsin.
Peking.
Newchwang.
COREA—
Seoul.
Jenchuan.
Fusan.
Yuensan.
VLADIVOSTOCK.
JAPAN—
Nagasaki.
Kobe (Hiogo).
Osaka.
Tokio.
Yokohama.
Nii ata.
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Cebu.
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BORNEO—
Sarawak.
Labuan.
British North Borneo.
COCHIN CHINA—
Saigon.
Cambodia.
ANNAM—
Hué.
Turon.
Quinhon.
TONQUIN—
Haiphong.
Hanoi.
SIAM—
Bangkok.
STRAITS SETTLEMENTS.
Singapore.
Malacca.
Penang.
MALAY STATES—
Johore.
Sungei Ujong.
Selangor.
Perak.
NAVAL SQUADRONS—
British.
French.
United States.
German.
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Messag. Maritimes.
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The MAPS and PLANS have again been increased in number. They now consist of
FLAGS OF MERCANTILE HOUSES IN CHINA
CODE OF SIGNALS IN USE AT VICTORIA PEAK.
NEW MAP OF THE FAR EAST.
MAP OF THE ISLAND OF HONGKONG.
PLAN OF THE CITY OF VICTORIA.
PLAN OF THE CITY OF CANTON.
PLAN OF FOREIGN CONCESSIONS, SHANGHAI.
PLAN OF YOKOHAMA.
PLAN OF MANILA.
PLAN OF SAIGON.
MAP OF TOWN AND ENVIRONS OF SINGAPORE.

The LIST OF RESIDENTS now contains the names of
ELEVEN THOUSAND, TWO HUNDRED, AND SEVENTY THREE FOREIGNERS
arranged under one Alphabet in the strictest order; the initials as well as the surnames being alphabetical.

Among the other contents of the book are—
An Anglo-Chinese Calendar, Meantime of Sunrise and Sunset, Eclipses, Festivals, &c., &c.
A full Chronology of remarkable events since the advent of foreigners to China and Japan.
A description of the Festivals, Fasts, &c., observed by Chinese, Mahomedans, Parsees, Jews, &c., with the days on which they fall.
Comparative Tables of Money, Weights, Measures, &c.
The Hongkong Postal Guide for 1884.
Arrivals and Departures of Mails at and from London and Hongkong.
Scales of Commissions and Charges adopted by the Chambers of Commerce of Hongkong, Shanghai and elsewhere.
Hongkong Chair, Jinrickshs, and Boat Hire.

The APPENDIX consists of
FOUR HUNDRED PAGES
of closely printed matter, to which reference is constantly required by residents and those having commercial or political relations with China, Japan, or any of the Countries embraced within the scope of the CHRONICLE and DIRECTORY.

The Contents of the Appendix are too many to enumerate in an Advertisement, but include—
TREATIES WITH CHINA—
Great Britain, Nanking, 1842—
" Tientsin, 1858—
and all others not abrogated
France, Tientsin, 1851
" Convention, 1860
United States, Tientsin, 1858
" Additional, 1869
" Pekin, 1880
Germany, Tientsin, 1861
" Peking, 1880
Russia, various
Japan
Spain
Brazil
Peru
TREATIES WITH JAPAN—
Great Britain
United States
Netherlands
Corea
TREATIES WITH COREA
TREATIES WITH SIAM
TREATIES WITH ANNAM
TREATY WITH CAMBODIA
CUSTOMS TARIFFS
Chinese
Japanese
Siamese
LEGAL
Orders in Council for Government of H.B.M. Subjects in China and Japan, 1865, 1877, 1878, 1881
Rules of H.B.M. Supreme and other Courts in China and Japan
Code of Civil Procedure, Hongkong
Admiralty Rules
Foreign Jurisdiction Act
Act of United States Congress Relating to Treaties
Regulations for the Consular Courts of United States in China
Rules of Court of Consuls at Shanghai
Chinese Passenger Act
TRADE REGULATIONS
China
Japan
Siam
Customs Seizure, China
Customs and Harbour Regulations for the different ports of China, Philippines, Siam, &c.
Pilotage Regulations
HONGKONG
Charter of the Colony
Rules of Legislative Council
&c., &c., &c.

The Treaties between United States and Corea, France and Annam, and several other items have not appeared in previous issues

Orders may be sent to *Daily Press* Office, where it is published, or to the following Agents:—
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Daily Press Office. 26th January, 1884.

NOTICE.

A. S. WATSON AND CO.,
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CHEMISTS,
By Appointment to His Excellency the GOVERNOR and his Royal Highness the
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NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON and Co., or
HONGKONG DISPENSARY. [23.

NOTICES TO CORRESPONDENTS.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Orders for extra copies of the *Daily Press* should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

The Daily Press.

HONGKONG, FEBRUARY 26TH, 1884.

A SCHEME is, we understand, under consideration for the establishment of a charitable hospital for the benefit of poor Chinese and Europeans. The institution is intended mainly for the former, but Europeans who stand in need of its assistance will not be debarred from participation in its benefits. In another column we publish a letter signed "Cosmopolitan" acrimoniously attacking the proposal. While giving publicity to our correspondent's letter, it is but right to point out that he is entirely mistaken as to the object of the promoters. Whether such a hospital as the one proposed is a necessity may of course be open to question, but if the charitably disposed choose to establish a dozen such institutions for the relief of suffering humanity no objection on principle can be urged against their doing so. If any individual thinks them unnecessary he can withhold his subscription, and there, as it seems to us, his concern with the matter ends, unless he is prepared to show that funds have been obtained from the public by false pretences or that they are not used for the purpose for which they were contributed. We have said that the question whether such a hospital as the one proposed is a necessity or not may be a matter of opinion. Our own opinion is that if it be not absolutely necessary it is at all events extremely desirable such an institution should be established. "Cosmopolitan" writes as though the new hospital was intended to be a rival to the Government Civil Hospital. This is an entire mistake. Although the object of both institutions is the same, namely, to afford medical and surgical assistance, they will occupy different fields. The Government Civil Hospital is available for paying patients of various classes, for members of the Civil Service, and for cases of accident. We believe also that any indigent person presenting himself at the doors of the institution in search of medical assistance would not be refused admission, but the primary object of the hospital is not that of seeking out and treating disease amongst the poor of the Chinese population. The Civil Hospital is now being enlarged and is undergoing extensive alterations, the completion of which will, we hope, render it a model establishment of its kind. The chief object of the new hospital, we take it, will be to extend the benefits of Western medical science amongst the Chinese, chiefly the poor, and any movement in this direction is well worthy of support. As to the precise merits of the particular movement in question, our readers will be better able to judge when the promoters lay their scheme fully before the public, but the leading idea of the movement is one which on consideration must commend itself to every one, even to "Cosmopolitan" we hope. Although the Chinese have some knowledge of simples, and the well-to-do classes are able to command native medical advice which is useful to a certain extent, they are almost wholly ignorant of surgery, and the sick amongst the poorer classes are entirely at the mercy of quacks and charlatans. Anything, therefore, that can be done to place Western medical assistance within the reach of these people, and to convince them of its benefits, is a work of humanity, and as such is entitled to public support. The new hospital will also, we hope, do something to educate young Chinese for the practice of medicine on their own account. Although the education they may receive cannot be expected to be very complete, it will no doubt carry them far beyond the practitioners of the Chinese system. The hospitals belonging to the various Medical Missions in China have been instrumental in effecting much good and have materially helped to mitigate the suffering induced by disease and ignorance among the people by whom they are surrounded. The proposed new hospital is being started under the auspices of the London Missionary Society, and its promoters certainly have not the remotest desire or intention of bringing it into competition with any existing institution.

The cases at the Police Court yesterday were few and unimportant, consisting of some charges of drunkenness, petty larcenies, and one of assault on the police, in which case the prisoner was sent to gaol for a month.

A Japanese native paper says:—"An instalment of $900 of the Korean indemnity was recently paid into the Japanese Consulate in Söul, but the quality of the silver was so poor that the Consul requested the Korean authorities to change it. This they refused to do, on the grounds that the money was packed when handed and that it was the fault of the Japanese Consul that he had not properly examined it. The matter was finally referred to the Government."

We are requested to state that owing to Lady Bowen's absence from Hongkong there will be no receptions at Government House this week.

The attention of Freemasons is directed to the advertisements in another column as to the arrangements for the funeral of Bro. P. A. da Costa.

We are requested by the Stewards of the Race Fund to state that the Race Ball will be postponed until Thursday next in consequence of the *Yotsai* disaster.

We are requested to state that unless the incoming French and American mails are on shore by seven this morning, they cannot be delivered until after the departure of the mail for Europe.

The *N. C. Daily News*, noticing the marriage of Mr. Herbert Allan Giles, H. M. Vice-Consul at that port, and the Fräulein Elise Williamina Ebersheim, daughter of the Rev. A. Ebersheim, D.D., says it believes Mrs. Giles is a lady of very high literary attainments, and is well known as an excellent Hebrew scholar.

The *Japan Mail* says:—The submarine telegraph cable recently laid between Japan and Korea was on the 15th February formally declared open for the transmission of telegrams. The places thus brought into communication with the outer world are the islands of Iki and Tsushima, and Fusan. The pseudonym of the "Hermit Kingdom" is no longer quite applicable to Korea!

Another heat of the second tie for the Lawn Tennis Championship was played yesterday on the Cricket Ground, between Bowles and Johnston, when the victory was secured by the former. The scores were:—

	GAMES.		SETS.
Bowles	6	6	2
Johnston	2	0	0

To-day at 4 p.m. Bunbury will play Bird, when a capital contest may be expected.

A native constable arrested a Chinaman on the Garden Bridge, Shanghai, who was carrying two cases, which looked like kerosine cases, but the carrier could show no permit by which he could justify his ownership. The cases on being opened were found to contain fifty Cantonese made pistols, five revolvers, and a quantity of cartridges. The smuggler was brought up at the Mixed Court, charged by Mr. Howard, of the I. M. Customs, with trying to evade the paying of Customs duties. Mr. Howard remarked that on several occasions previously Chinese had been arrested for a similar offence. The pistols were imported by steamers from Canton and mostly sold to second-hand shops on the Yangking-pang Creek. The offenders were sentenced to receive one hundred blows and two or three months' imprisonment. But Magistrate Huang did not feel inclined to punish the offender, till he inquired from the city authorities what the lawful sentence in such cases ought to be.—*Mercury.*

The *Japan Mail* translates the following from the *Jiji Shimpo*:—"A report from the Rinkiu Islands states that the people are in a state of great excitement. There are two classes struggling for supremacy, the White Party, who are friendly to Japan, and the Black Party, who are adherents of China. Their dislike of each other has resulted in wordy vituperation. In October of last year one Aushi, a native noble, went to Foochow, China, accompanied by ten followers. His confederates are very numerous, and the police are doing all they can to prevent them from leaving the islands. Attempts are nevertheless frequently made to escape to China, and some forty or fifty manage to get away every year. Some attribute their secret departure to a desire to trade with China unencumbered by any restrictions; for if they are provided with passports as Japanese citizens, they cannot carry on trade in the interior; a most disadvantageous condition of affairs. The farmers live frugally and contentedly, devoting much time and attention to weaving. But the gentry (*shizoku*) are discontented, since they have been forced to forego their hereditary pensions since the abolition of feudalism. A few who have visited Tokiyo hold more enlightened views; but most of their compatriots refuse to believe in a civilization with the concomitant nuisances of telegraphs, steamers, and railways."

LATEST TELEGRAMS.

LONDON, 23rd February.

SURRENDER OF TOKAR.

Latest advices from Suakim state that Tokar was surrendered to the rebels.

The surrender was due to the disaffection of the garrison, half of whom submitted and the rest escaped.

THE FATAL EXPLOSION ON THE "YOTSAI."

FURTHER PARTICULARS.

We give to-day further particulars and detailed narratives, by some of the survivors, of the disastrous explosion on Sunday afternoon of the boilers of the Hongkong, Canton, and Macao Steamboat Co.'s steamer *Yotsai*.

The *Yotsai* was, it appears, making about eight knots at the time of the disaster, and was, as nearly as we can determine, some fifteen miles from Hongkong, a little beyond the West Brother island and almost abreast of the island of Chulakok. With regard to the causes of the disaster, we do not intend to speculate. The evidence at the inquiry, which will doubtless shortly be held, will probably clear this up, and we suspend all judgment meantime. The *Yotsai* was only insured against fire, and stood on the Company's books at a valuation of $25,000, to which must be added the cost of her repairs. Last night Captain Benning, who had been despatched to the scene by the directors, returned from the wreck of the *Yotsai*, with the bodies of Messrs. Frisell, Scott, and Pinker, and that of the Chinese steward. He left a boat in charge of the wreck, and will to-day see what can be done to recover the other bodies. A gunboat was, at the request of the Company, sent by the Commodore to the wreck yesterday afternoon. The following is a complete list of those killed:—

Mr. P. A. da Costa, Secretary to the Hongkong, Canton, and Macao Steamboat Company.

Mr. G. Frisell, draughtsman to the Hongkong and Whampoa Dock Company.

Mr. W. L. Scott, Superintendent Engineer to the Kowloon establishment of the Hongkong and Whampoa Dock Company.

Mr. Stuart M. Fraser-Smith, sub-editor of the *Hongkong Telegraph*.

Mrs. S. M. Fraser-Smith.

Mr. G. F. Pinker, foreman engineer, Hongkong and Whampoa Dock Company.

Mr. Jno. Wood, chief engineer, steamer *Yotsai*.

The Compradore of the steamer.

Two Chinese Stewards.

Nine Chinese Firemen.

One Chinese Sailor.

The news of the untimely death of Mr. P. A. da Costa, the able and indefatigable Secretary of the Steamboat Company, has been received with widespread and profound regret. Conscientious, hardworking, devoted to his work, to which he brought excellent capabilities, Mr. da Costa was invaluable to the Company, whose interests he served so faithfully and well. He was also exceedingly popular among his community, his amiable character and courteous manners endearing him to all who knew him. His charitable disposition was well known, and scores of the poor of this Colony will have good reason to mourn the loss of a benefactor and friend. Mr. da Costa had literary abilities of no mean order, and always took a keen interest in education. A few months ago, in recognition of services rendered by Mr. da Costa, the King of Portugal conferred upon him the distinction of the Order of Our Lady of the Conception and Villa Viçosa, and about the same time he was made a member of the Geographical and Anthropological Society of Stockholm. Mr. da Costa was a Portuguese scholar of eminence and only recently examined the pupils of the Victoria School in that language. It is not too much to say that all his countrymen were proud of him for his abilities and uprightness and esteemed him for his good disposition. Nor was Mr. da Costa less respected by the other sections of the community, who have not been slow to recognise his good qualities and talents. The funeral will take place this afternoon with Masonic rites, according to a wish once expressed by the lamented gentleman. The brethren will assemble at the Masonic Hall at 3.45 p.m. It is to be regretted, in this connection, that the Catholic clergy should have intimated that they intended to refuse to perform the last rites of the church over the body of this estimable gentleman because he belonged to the Freemasons.

In the deaths of Messrs. Frisell, Scott, and Pinker the Dock Company have sustained the loss of three valuable assistants. Mr. Scott leaves a widow and one child. His two colleagues were single. Mr. Frisell was a young man of great promise. He joined the service of the Company in April, 1881, and was a very skilful draughtsman. He had, during his brief residence here, made many friends. Messrs. Scott and Pinker were also very popular at the docks.

Of the survivors, Captain Hoyland, Mr. R. Fraser-Smith, and Mr. J. S. Brewer are the most injured, all of them having sustained several severe cuts and contusions, and numerous bruises. Mrs. Fraser-Smith, though very much bruised, is doing fairly well. Mr. Caldwell was very severely shaken, but only slightly cut on one side of the head. He is, however, covered with bruises. All of the survivors are in sad need of rest and quiet, the shock having been so violent and the scene so harrowing.

The occurrence of the disaster has thrown quite a gloom over the Colony, and has led to the postponement of the Race Ball to Thursday next.

Capt. Hoyland was taken to the Government Civil Hospital on his arrival at Hongkong, and his friends were much disturbed by a rumour set in circulation by some unaccountable means, during the morning, that his injuries had proved fatal. We are happy to state, however, that such is very far from being the case, having seen that gentleman during the forenoon. He is bruised, and cut and strained very considerably, and is compelled at present to keep to his bed, but no bones are broken, and it seems that no serious injury has been done. He was cheerful when we saw him, and expects to be about again in a few days. We are indebted to him for the following narrative of the disaster:—

We left the dock at 12.45 sharp, bound for Macao, picking up the party of guests who were to make the trip out of a steam launch in the harbour. Everything went smoothly, but there was a strong tide against us, and not much steam on the boilers, and therefore we did not go very fast, and the boilers primed somewhat. After getting through the Capshuimun Pass, a little after two o'clock, we went down to tiffin in the aft saloon, the steamer then travelling about eight or eight and a half knots an hour. While we were at tiffin there was a large escape of steam out of the safety valve, and Mr. Pinker and Mr. Brewer left the table to see what was amiss. The noise ceased, and soon Mr. Brewer came back and said it was all right. Only a few minutes after that, about a quarter past three, there was a heavy report, and I was struck on the nose by the table; then I was sent flying through the air for a considerable distance, and dropped into the water. I went a good way below the surface, and on coming up I found myself in company with Mr. Caldwell and Mr. Fraser-Smith in the water. We were near the roof of the deckhouse, which was blown clean off without breaking, and was floating, and we got upon it. I saw Mr. da Costa lying on the roof when I got on it, and two Chinese; I do not know how they got there, but I imagine that after being blown up into the air they must have dropped down upon it, and I should think it was that fall which gave Mr. da Costa his fatal injuries. One of the Chinamen there was in a dying state, and the other had his thigh broken, besides a severe cut on his arm, and other injuries. Mr. Brewer was got on the deck house afterwards. Mr. da Costa was insensible, and was groaning heavily, and we picked up a bamboo chair alongside, and put him on it out of the water which was washing over the roof. Two of the steamer's boats were blown away, and one of the seamen got into one of them, and he picked up Mrs. Fraser-Smith. Two fishing junks bore down upon us and took us off. It was dreadfully cold for us in our wet clothes, and we were a long time reaching Hongkong, but we picked up a bottle of Old Tom from the wreck, and that was very acceptable. The Chinese on board the junks did everything they could for us; they made us hot tea, and when they had cooked their food, they invited the Chinese who were taken off the wreck to share the meal with them. I did not feel at all amiss until I got on board the junk. I was moving about and doing different things, but when I got on the junk I became so stiff that I could hardly move. At the time we left, the after part of the steamer had apparently sunk to the bottom, and the bow was up so that the cathead's were above the surface. I do not understand in the least the cause of the explosion, for the trouble seemed to me that they could not get enough steam in the boilers. I looked at the steam pressure gauge a time or two, and I never saw it indicate more than 14 or 15 lbs. The place where the explosion occurred was at Chulokok, just past the Brothers. The following are the members of my crew who were lost. Mr. Jon. Wood, Chief Engineer, nine Chinese firemen, one seaman, the steward and two boys—one European and thirteen Chinese. The rest of the seamen were taken from the wreck. The *Yotsai* formerly belonged to Messrs. Kwok Acheong & Sons, and was built at Whampoa about eight years ago, I think. She had been running for the Company on the Canton and Macao line for upwards of a year, and I think her tonnage was about 360.

Mr. Caldwell has favoured us with the following particulars:—We left Hongkong about a quarter-past one and proceeded in the direction of Macao by the inner passage. An hour later we sat down to tiffin, which was served in the Chinese saloon aft. The party at table consisted of eleven persons, namely, Capt. Hoyland, Mr. da Costa, Mr. and Mrs. R. Fraser-Smith, Mr. and Mrs. S. Fraser-Smith, Messrs. Brewer, Frisell, Scott, Pinker, and myself. During tiffin the vessel appeared to me to go very irregularly as to speed, and there was a great noise of blowing off steam. Mr. Pinker rose from the table and went out, I presume to see what was the matter, and shortly afterwards Mr. Brewer followed him. Mr. Brewer returned first and made some reassuring remark, and later on Mr. Pinker came back to the table. By that time the noise had ceased. I was sitting with my right hand side towards the engine. Suddenly I experienced a sensation as if a cannon had exploded in my right ear, and felt some irresistible force pushing me. I immediately lost consciousness and when I again came to my senses I found myself at some distance below the water. Being a swimmer I instinctively turned upwards to gain the surface. Hampered with my clothes and shoes, this took me some time, and when I reached the top my breath was quite spent. I think I must have struck the water on my head, as I was so far down and was the last of the survivors to reach the surface. Upon coming up I found myself surrounded with a regular sea of *débris*. At some distance in front of me I observed a figure apparently standing upright in the water. I swam towards it and found Mr. Brewer standing on the roof of the deck house, which was floating slightly below the water away from the hull. Mr. Brewer assisted me to get up, and he and I together pulled in Captain Hoyland, who was floating close by. At the other end of the deck house I saw Mr. Fraser-Smith and two Chinese, and Mr. da Costa lying close by the edge, having apparently floated on. He was groaning painfully and was evidently unconscious; I remarked a severe cut on his forehead, and his countenance gave the impression of speedily approaching death. I was surprised to remark that everybody's face was covered with blood, and, that they were all bleeding profusely from the nose. A Chinaman was also lying on the deck house roof who had evidently floated on with Mr. da Costa, and whose face presented a fearful spectacle as it was terribly cut and swollen up to a prodigious size. We subsequently found his leg was also broken. Lying on his side clinging to the roof, and appealing to us in most agonising tones of distress, was another poor Chinaman, who had been frightfully scalded, for the whole of the skin of his face, hands, and feet was hanging in ribbons revealing the bare flesh. At the time I reached the roof of the deckhouse I looked back to see where the steamer was, and found she was at a distance of close upon a hundred yards from us, from which I conclude I must have been projected through the air at least fifty or sixty yards, for I do not think I had to swim more than forty or fifty yards to reach the deck house. About a hundred yards away from us and about the same distance from the vessel, was one of the ship's boats with a man in it. We shouted to him to come to our help, and he seized a plank with which he endeavoured to propel the boat, but as he drifted further and further away it was evident we could get no help from that quarter. I saw the remains of the steamer sinking slowly, and when she settled the hurricane deck was under water, and only portions of the deck houses remained dry. The funnel had disappeared entirely. The people who had been in the forward part of the vessel had clambered up on to the forward house. About two minutes after I had got to my place of safety I saw Mrs. Stewart Fraser-Smith floating by on her side with her face towards me; she was gasping, but made no movement, and her eyes were closed. She was then about 25 feet from us, but I could make no effort to get to her, as there were large quantities of *débris* floating about between us, and I was completely exhausted. I never saw anything of any of the others who were lost. Floating within some thirty or forty feet of us was what appeared to me to be the whole of the after port side of the hull; the rounded part of the stern was about the same distance from us, and I recollect noticing the name. Seeing a rattan chair floating by I pulled it on to the roof, and Mr. Brewer and myself lifted Mr. da Costa out of the water and placed him in the chair. Seeing that the man in the boat to whom I have before alluded could not come to us, we shouted out to those on board the forward part of the vessel to lower a boat and come to our help. There were about fifteen of them. They lowered a boat as requested and three men pulled off to us in it. I jumped into the boat and helped to lift in Mr. da Costa in his chair. The two injured Chinamen were next passed in and placed carefully in the bottom of the boat. The rest of the survivors also got in, and the boat took us towards the wreck. On our way there we noticed some Chinese boats coming down before the wind and making for us. Two large fishing junks having come down a little to windward of the wreck hove to, and we pulled to the nearer one and were received on board. The three sailors who had brought the boat to us remained in her with the two injured Chinese, as it was found impossible in their terrible condition to lift them up on board the junk. We lifted Mr. da Costa on board in his chair, and passed him down into the hold. In the meantime a small sampan from the junk had gone to the main portion of the wreck and brought off those who remained there. Subsequently a few members of the crew went back to the wreck to find dry clothing if possible or anything that would be useful at the time. I made an attempt to get on board the boat, as I wanted to save a box of valuable papers I had with me, but the boat shoved off. I shouted out to one of the sailors to search for the box in the forward saloon. I saw him go in, and, to my disappointment, he came out empty handed, but I implored him to make a second attempt, and he did so and on this occasion was successful, as he found the box floating about amongst the *débris* with which the saloon was filled. At the same time two or three small Chinese boats ranged alongside the main portion of the wreck and commenced to plunder her of everything they could lay their hands upon. Amongst the things saved were some blankets, a pillow, a bottle of gin, two bottles of beer, and two boxes of cigars, and these were of inestimable value to us afterwards. I ought to have stated that when we were on the roof of the deckhouse the cold was indescribable, as our clothes were wet and a piercing wind was blowing from the north. So far as I am concerned, I suffered more from the cold than anything else. The boat having returned from the wreck, the junk in which we were got under weigh and we headed for the Capshui-mün Pass. The explosion took place at ten minutes past three, and we were then two miles to the southward of the Brothers and one mile from Chulakok. The other fishing junk to which I have referred, which was the companion boat to the one on board which we were, took up her position a little to the windward of us, and Mr. Brewer drew my attention to Mrs. R. Fraser-Smith, whom I saw lying on the deck with her head supported by a Portuguese sailor. I was pleased to remark that one of the boat women was standing immediately to windward of her, humanely holding up a mat in order to keep the cold wind off. I subsequently learned that the sailor with Mrs. Smith was the man whom we had seen alone in the boat, and that he had rescued Mrs. Smith. Mr. Brewer called out to the other junk to come alongside; they did so and he jumped on board, and the two boats immediately parted in order to avoid damage. I then went below and told Mr. Smith his wife was safe on board the other boat, but he was too badly injured to move. As to Mr. da Costa, we took him into an inner room, where we made the most comfortable bed for him we could, gave him the pillow brought from the wreck, and covered him over with the blankets and a quilt. He lay groaning incessantly, and I went to see him from time to time. At about seven o'clock, not hearing any noise come from him, I went to have another look at him and found he was dead. At about six o'clock we sighted the lights of the *Kiung-chow*. We burnt flare up lights and shouted to her, but she passed on, and we had to make up our minds to endure the misery of the cold and wet clothing for some hours longer. When we arrived in the harbour, which was about ten o'clock, we let go anchor near the *China*. I got a sampan and went off to the *China* and obtained a boat, with which I went first to our companion junk and took off Mrs. Fraser-Smith and Mr. Brewer. I then went to our own junk, and with some difficulty got Mr. Fraser-Smith passed down into the boat. We landed at the nearest point and sent the boat back for Captain Hoyland.

During the morning we also visited Mr. Brewer, Government Marine Surveyor. That gentleman was compelled by doctor's orders to keep to his quarters, but he is able to get about the house, though very stiff and sore. His face and head are much cut, and his body and limbs greatly bruised, but he hopes to be able to go out again in a day or two. Mr. Brewer has kindly supplied us with the following narrative:—

The *Yotsai* had been undergoing repairs for some time past at Kowloon Dock, and was fitted with two boilers that were purchased by the Company from the steamer *Yottang*, her old ones having been condemned. Those boilers were thoroughly overhauled by the Dock Company, additional stays were put in, and they were entirely re-tubed and strengthened, and fitted with a new superheater. The Dock Company's engineers tested the boiler by hydraulic pressure to the extent of 60 lbs. and I tested it myself up to 50lbs., which I considered certainly ample for the working pressure to be put upon the boiler, which was to be limited to 25lbs. The vessel was tried about a week ago, and the trial not proving quite satisfactory, some slight alterations were made, after which another trial took place on Friday, when it was reported that the steamer would be ready to run over to Macao on Sunday to take her place on the Canton and Macao line. This trip was also to be a trial trip to test the steaming qualities of the boilers, and also to adjust the Government safety valves, for which purpose I was on board. The boat left Kowloon Docks at a quarter to one, and took a party of guests invited to go with her from the launch *Hilda* at Tsim Tsa Tsui Point. As the *Yotsai* was proceeding through the harbour, there was a strong tide against her, and the boilers were not steaming well for the first hour, which caused her to go very slowly, and it was decided to take her through the inner channel, where there was smoother water, and this would give her speed a better testing. It was also decided not to take tiffin until after we were through the Cap-shui-mun Pass. When near the pass a large quantity of steam escaped through the waste steam pipe behind the funnel, accompanied by a quantity of water, which fell all over the deck like rain. Mr. Scott, of the Dock Company, was standing by the funnel at the time, looking into the engine room, and he said this was due to the boiler priming, and that it would soon be all right. Things went on smoothly in a little time, and at two or two fifteen the captain and guests went into the deck house aft to tiffin. At this time the engines were working slowly, and the pressure gauge in the engine room, which could be seen from the upper deck, only indicated twelve or thirteen pounds of steam. About three o'clock, or a little before, steam was again heard rushing out of the waste steam pipe, and Mr. Pinker, of the Dock Company, left the table and went down to help Mr. Wood, the engineer of the steamer. I also went out with him, but did not go down, merely looking down the skylight. The roaring of the steam ceased, and after a few minutes Mr. Pinker and I went back. The roaring soon commenced again, and Mr. Pinker again went down to the engine room, but I remained in the saloon. Shortly after he had gone there was a fearful explosion, and we were all hurled away for a considerable distance. I think we must have been all blown through one side of the deckhouse from the way we are bruised and cut. We were all thrown a considerable distance into the water, and I went down a long way below the surface; it seemed a long time before I came to the top, but I was half stunned by a blow I had received on the back of the head, and do not recollect the matter well. When I came to the surface I saw the top of the deckhouse floating close by, and a large amount of *débris* covered the water all around. I saw one or two men on the roof of the deckhouse, and was pulled on to it by Mr. Caldwell and Mr. Fraser-Smith, and then we helped Capt. Hoyland up. I saw Mr. da Costa lying there, but I do not know how he got there. I saw the steamer 200 or 300 yards away; it might even have been 500 yards away. The whole after part of the vessel was shattered, the deck, awning deck, and deckhouse aft of the engines being carried away, and all the gear. I also saw one boat which had been blown off, and a Portuguese seaman had got into it, and was drifting away, having no oars. The crew on board the wreck lowered a boat, into which two or three got and came to us. It took us on board a junk which came up, and also took the other people off the wreck. In the meantime another junk picked up the man who was drifting off in the boat, and also picked up Mrs. Fraser-Smith, whom I saw floating away with her arch over a piece of wreckage. This boat came alongside ours, and I got on board with the Portuguese boatswain of the *Yotsai* to act as interpreter to the Chinese. I found Mrs. Fraser-Smith lying on the deck almost insensible, and very much bruised and shaken. We took her down below, and got what things we could from the crew to make her as comfortable as it was possible to do. The crew of the junk were very good to us; they made hot tea for us and gave us samshu, and what clothes they could let us have they gave. The quarter master took his own coat off and put it on one of the sailors who had been picked up. Before I left the first junk Mr. da Costa had been carried into the cabin, and Capt. Hoyland and Mr. Fraser-Smith were also there; Mr. Caldwell was then walking about. There were two Hongkong sampans alongside the wreck, the crews of which were looting it. We arrived in Hongkong after ten o'clock, the wind having nearly failed until we got into the harbour, and we were all extremely cold in our wet clothes. Capt. Hoyland, at the head of the table, sat nearest to the engines, and on either side were Mrs. R. Fraser-Smith and Mrs. S. M. Fraser-Smith, Mr. da Costa and myself were the next in order facing each other, then Mr. R. Fraser-Smith and Mr. Caldwell. Mr. Frisell and Mr. S. M. Fraser-Smith, Mr. W. L. Scott, and Mr. Pinker, the latter being down the engine room at the time of the explosion. As to the cause of the explosion, I think it may, perhaps, be made apparent, but at present I would rather say nothing about it as the matter will probably be investigated officially, and I shall have to give evidence, I suppose.

Mr. R. Fraser-Smith is perhaps the most battered of all the survivors; he is cut and bruised from head to heel, and sustained a most severe blow on the head, which caused a large scalp wound, and gives some ground for anxiety as to its effects. His legs also are much hurt, though fortunately no bones are broken, and he is unable to walk. Mrs. Fraser-Smith is confined to her bed, and her condition yesterday morning was such as to cause some grave uneasiness, but we are glad to learn on inquiry yesterday evening that the patient was progressing as favourably as could be expected considering the shock she had sustained, the bruises and cuts inflicted, her long immersion in the water, and subsequent exposure to cold. Mr. Fraser-Smith has a clear recollection of what took place; he says he was the first to rise to the surface of the water, and to scramble upon the roof of the deckhouse. He assisted Mr. Brewer, Mr. Caldwell, and Capt. Hayland on to the wreckage, and also helped to drag Mr. da Costa on to it. The deceased gentleman was then floating helpless and insensible on the water. How he was able to do all this, Mr. Fraser-Smith says he cannot now think, for before he was taken off the wreckage his limbs failed him, and he was helpless.

An inquest was opened on the bodies of Mr. da Costa and the two Chinese at the Government Civil Hospital yesterday afternoon, and after viewing the bodies the inquiry was adjourned, no evidence being taken.

THE GOVERNMENT ASTRONOMER'S REPORT.

The following report by the Government Astronomer is published in the *Gazette*:—

HONGKONG OBSERVATORY.—WEATHER REPORT FOR JANUARY, 1884.

In the *China Coast Meteorological Register*,—based on information transmitted by the Great Northern and the Eastern Extension Telegraph Companies,—which I have published daily, is given a summary of the atmospheric circumstances in Manila and along the Coast of China as far north as Shanghai.

At the beginning of the month the barometer stood at about its mean height in these regions. It registered lowest in Manila, increasing towards N.W., highest in Shanghai. Fresh N.E. breezes indicated by the gradients prevailed here. The sky was overcast but the atmosphere dry. The wind diminished in force up to the 4th when it died out, and the sky cleared, the temperature and the absolute humidity at the same time reaching a maximum. The barometer was rising steadily up to the 8th, when it attained its maximum, a light E. breeze continuing. The barometer had not risen quite so much at the eastern stations, so that the gradients then corresponded to N. winds, which were registered here on the 8th and 9th; the temperature and the humidity at the same time falling to their minima. On the 10th the barometer began to fall, and the temperature and humidity to rise at all stations. The sky became overcast with the R.-Cum. clouds characteristic of the season. Gradients for strong E. winds were followed by a moderate E.N.E. gale on the 11th, which was not, however, of long duration, as it went down to a dead calm with a partly clear sky next day. The following days light E. breezes prevailed. On the 15th the barometer fell in Manila and rose to 30.4 in Shanghai, and the E. wind increased to a moderate gale here. From the 16th to the 20th the barometer here and the gradients

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our Correspondents.]

THE NEW PUBLIC HOSPITAL.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—What is the meaning of this slight eruption of feeling among a few about a new Public Hospital? It has not taken the public's breath away, nor is it likely to take their money either.

We can see as far through millstones as most people, and certainly will not yield in that accomplishment to the three mediocs supporting the new movement. For such a grand philanthropic object it is strange that all the medical faculty in the Colony are not its supporters, and stranger still that the very gentlemen whose names are absent are the ones who are most familiar with the wants of the colony, the present Hospital accommodation &c., &c., and the very ones who send a large proportion of patients to that institution. In this "Triple Alliance" we find one who practices chiefly among the well-to-do class of the community and seldom requires the use of, or sends patients to, the Hospital. Another is better known in the colony as a legal than a medical practitioner, and his practice must be limited. The third is a very new importation, whose presentation and reputation duly preceded himself. If the present Hospital accommodation is not sufficient why are the names of the old practitioners in the Colony, who know its requirements best, markedly absent from those of the supporters of the new Hospital movement?

The fact is, sir, we require no new Public Hospital; the present one is quite sufficient, or will be, when the alterations are completed, for all purposes. But it is also a fact that for years past the management of the Civil Hospital has not been satisfactory, nor have things been going on between officials as smoothly as they ought to have been; moreover, patients frequently leave the institution very much dissatisfied with it, and advantage has been taken by this noble Triple Alliance of this unfortunate condition of affairs to inaugurate a movement for the erection of another hospital at the public expense, wherein these satellites of Esculapius may air their blood worms and wield their scalpels. Unfortunately they have the support of a few philanthropic, but weak-minded and short-seeing people. Such an attempt, however, to hoodwink the public will receive from them, we trust, that treatment which it deserves.

But what is the remedy for the existing state of matters at the Civil Hospital?

One suggestion is to make use of the present large body of Justices of the Peace; let there be visiting Justices to the Hospital and Lunatic Asylum as well as to the Gaol, regular visiting at irregular hours, investigation of complaints from patients, and careful enquiries into the general management, and we feel perfectly certain that in a short space of time that noble, though at present much maligned institution will become what it ought to be, a credit to the colony and the Government, and quite sufficient to meet all the requirements of the community.—Your obedient servant,

COSMOPOLITAN.

Hongkong, 22nd February, 1884.

RETIREMENT OF TSO TSUNG-T'ANG

The Nanking Correspondent of the *N. C Daily News* writes under date 16th February:—

The Viceroy of the Liang Kiang has at last been relieved—and apparently for good—of his responsibilities. His Excellency memorialised the Emperor some time ago for an extension of leave on the plea that his infirmities had not yet yielded to treatment. In answer to this came a telegram from Peking dated the 3rd of the 1st moon announcing an Imperial Decree couched in somewhat impatient terms. This is the sixth time, says His Majesty, that Tso Tsung-t'ang has asked for permission to resign his post. Be it so. Let him return home and take care of himself, and let Yü Lu, Fu-t'ai of An-hui, act in his place for the next four months. The Fan-t'ai of An-hui is to discharge the duties of Yü Lu in the meantime. But to-day a fresh Decree arrives, dated the 20th, reversing the order to Yü Lu, and commanding that Tsêng Kuo-ch'üan, uncle of the Marquis Tsêng, do assume the seals and office of the Liang Kiang and Superintendency of Southern Trade.

To this letter the editor appends the following notes:—Two telegrams from Tientsin confirm this intelligence, and render it pretty clear to us that the reign of Tso Tsung-t'ang at Nanking is virtually over:—

In a later issue the following particulars of the new viceroy are given:—Tsêng Kuo-ch'üan, the newly appointed Viceroy of Nanking, is generally popular among the Chinese. He is the younger brother of the late Tsêng Kuo-fan, to whose leadership he owed his first prominence in life. He was for some time Viceroy of the Liang Kiang, and was lately summoned to Peking with the idea—according to current rumour—of being promoted to the Metropolitan Province. The motives which induced the Emperor to appoint Yü Lu, the Fu-t'ai of Anhui, to fill the post now vacated by Tso, and then suddenly to revoke the order and appoint Tsêng, afford an interesting matter for speculation. The final decision is, however, no doubt a wise one. Tsêng is an able man, and few, we fear, will regret the retirement of Tso, in spite of his incorruptibility.

Tso Tsung-t'ang left Kua-chou on the 18th February for Woosung.

NINGPO.

17th February.

H.M.S. *Midge*, which arrived here from Wên-chow on the 29th January, has been ordered to Chefoo, where Commander Hotham, now on the *Kestrel*, takes over charge from Commander Tisdall. She will coal at Woosung *en route*. A Russian man-of-war is expected here in a few days.

The Tao-t'ai, Jui-chang, received last week, during the visit of the Fu-t'ai, a telegram from the north transferring him to Canton as Salt Comptroller. His successor is not yet known.

The telegraph wire which was interrupted near Shao-hsing has been repaired.—*N. C. Daily News* Correspondent.

WUCHANG.

14th February.

Yesterday, one of the quarters of our Martial City in the neighbourhood of the Huang-hsa Kuan was considerably enlivened by the presence of a large crowd which had gathered to witness the registering of an important case in the rolls of the above Court. Such a case has not been known in this district for at least 60 years, so is causing some excitement. It appears that two years ago a Ling-shêng met with death very suddenly and under peculiar circumstances, and his son, who is a B.A., fears his father has either been poisoned or murdered by the gentleman who employed him as teacher. The son hitherto has been unable to get his case properly investigated as the family happened to be living half way between two Hsiens, one of the two refusing to enquire into the affair, though the other was quite willing to do so. It was then referred to the Fu (Kuan-yang Fu,) but as the two Hsiens differed in the matter, the Fu could not give judgment. The son then went to the capital (Peking), and after representing his case has now been sent to this city (Wuchang) to have his cause examined and judged by the Viceroy. The deceased man's bones have been carefully scraped of their flesh and boiled to see by their appearance if there has been foul play. Yesterday, the son duly registered his case upon the rolls of the office referred to above, but how it will eventually be decided is a matter for speculation and gossip. I hear that already Tls. 10,000 have been spent investigating the affair, and two mandarins (a Hsien and Fu I believe) have been degraded.—*N. C. Daily News* Correspondent.

TOKIO.

Among the pleasing little items of chit-chat which the Tokiyo society journals collect for their youthful readers there is a story of a wonderful cat, the property of a certain Mr. Takahashi, who lives at Honjo. The animal has all the accomplishments of a very clever dog, and its reputation is so widespread that an enterprising Japanese Barnum is said to have offered fifty *yen* for it. The owner would not deal, and several young ladies in the neighbourhood are reported to be engaged in an attempt to train rival pussies up to the fifty *yen* standard.

On the 4th inst., while fishing off Ooshima, a native fisherman noticed a box floating out at sea, and heard the cries of a child. On rowing up to the box, he found a little girl, about five years old, in it, with plenty of food about her. A note was found in the box stating that she had bitten the nipple off her mother's breast, and that she had been put in the box and consigned to the waves in consequence. The fisherman concluded that the girl, if let live, would grow up to be unprincipled and unruly, and so pushed the box with its contents out to sea again. Upon returning to land, he reported the matter to the authorities.—*Japan Mail.*

KOBE.

A canal is projected from Lake Biwa to Kioto, and Mr. de Reyke, an engineer in the employ of the Naimusho, has gone to Kioto to report on its feasibility.

The *Jiji Shimpo* states that Messrs. Abe Motonosuke, an influential merchant of Omi, Tano Tamehichi and twenty-seven other merchants in Osaka, are about to form a company to be termed Beikoku Yushitsio Kwaisha, for carrying on the business of rice exportation on a large scale. The capital is to be 700,000 yen; and a contract has been entered into with a foreign firm in Kobe to act as the company's agents. Exportation of rice must be looked forward to as a growing business. If this company can enjoy the same privileges as those accorded to the Mitsui Bussan Kwaisha and load foreign ships at non-treaty ports, the result ought to be satisfactory; and Saigon, which now exports about six million piculs annually, should meet with a formidable competitor. We heartily wish this company success: that is, on the assumption that it is free from the taint of government participation or assistance.—*Gazette.*

The elder of Sir Stafford Northcote's two sons now at Oxford has just taken a first-class in classical "Mods."

Go to Alaska, young man; go to Alaska. The last citizen who went up there has already become a solid man. He was frozen to death.—*New York Commercial Advertiser.*

COMMERCIAL INTELLIGENCE.

MONDAY, 25th February.

EXCHANGE.

ON LONDON.—

Bank Bills, on demand	3/8
Bank Bills, at 30 days' sight	3/8½
Bank Bills, at 4 months' sight	3/8½
Credits, at 4 months' sight	3/8½
Documentary Bills, at 4 months' sight	3/8½

ON PARIS.—

Bank Bills, on demand	4.60
Credits, at 4 months' sight	4.70

ON BOMBAY.—Bank, 3 days' sight 219½

ON CALCUTTA.—Bank, 3 days' sight 219½

ON SHANGHAI.—

Bank, sight	72½
Private, 30 days' sight	73½

SHARES.

Hongkong and Shanghai Bank Shares (Cum New Issue)—164 per cent. premium.

Union Insurance Society of Canton, Limited—$600 per share.

China Traders' Insurance Company's Shares—$75 per share.

North China Insurance—Tls. 1,350 per share.

Yangtsze Insurance Association—Tls. 1,000 per share.

Chinese Insurance Company, Limited—$200 per share.

On Tai Insurance Company, Limited—Tls. 143 per share.

Canton Insurance Office, Limited—$105 per share.

Hongkong Fire Insurance Company's Shares—$383 per share.

China Fire Insurance Company's Shares—$71 per share.

Hongkong and Whampoa Dock Company's Shares—51 per cent. premium.

Hongkong, Canton, and Macao Steamboat Co.'s Shares—$42 ex div.

Indo-China Steam Navigation Co.'s Shares—22½ per cent. discount.

China and Manila Steamship Company, Limited—Par.

Hongkong Gas Company's Shares—$84 per share.

Hongkong Hotel Company's Shares—$150 per share.

China Sugar Refining Company, Limited—$124 per share.

China Sugar Refining Company (Debentures)—Nominal.

Luzon Sugar Refining Company, Limited—$94 per share.

Hongkong Ice Company's Shares—$150 per share.

Hongkong and China Bakery Company, Limited—$82 per share.

Chinese Imperial Loan of 1874—Nominal.

Chinese Imperial Loan of 1877—Nominal.

Chinese Imperial Loan of 1878—Nominal.

Chinese Imperial Loan of 1881—Par.

CHINA COAST METEOROLOGICAL REGISTER.

23rd February, 1884, at 4 P.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	30.04	72.0	67	NNE	4	c	—
Hongkong	30.29	61.1	67	NNE	1	c	—
Amoy	30.21	65.0	64	NE	3	c	—
Foochow	30.42	51.1	72	NE	3	c	—
Shanghai	30.40	41.0	53	NNE	2	c	—
Nagasaki	30.24	—	—	NE	2	c	—
Wladivostock	30.21	12.4	—	NNE	2	b	—

24th February, 1884, at 10 A.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	30.15	80.0	72	WSW	2	c	—
Hongkong	30.63	60.7	44	W	1	c	—
Amoy	30.38	66.0	68	NE	2	c	—
Foochow	30.43	51.0	73	NE	1	c	—
Shanghai	30.55	31.5	85	NNW	4	c	—
Nagasaki	30.24	—	—	NW	3	c	0.03
Wladivostock	30.26	02.4	—	W	1	c	—

24th February, 1884, at 4 P.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	30.03	73.0	67	WNW	1	c	—
Hongkong	30.33	48.8	57	N	3	c	—
Amoy	30.33	60.0	71	NE	2	c	—
Foochow	30.37	49.0	78	NE	1	c	—
Shanghai	30.49	37.5	67	NNW	1	c	—
Nagasaki	30.20	—	—	NW	3	c	—
Wladivostock	30.11	17.4	—	NNE	3	b	—

25th February, 1884, at 10 A.M.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Manila	30.18	77.5	62	NNW	1	c	—
Hongkong	30.41	56.1	49	N	3	b	—
Amoy	30.37	12.8	60	NE	2	c	—
Foochow	—	—	—	—	—	—	—
Shanghai	30.41	31.0	80	W	1	b	—
Nagasaki	30.21	—	—	N	3	c	0.02
Wladivostock	30.12	12.7	—	NNE	3	b	—

☞ The Barometer is steady and the Temperature and Humidity has decreased a little at all stations. Gradients indicate moderate N.E. Breezes.

W. DOBERCK.

Hongkong Observatory, 25th February, 1884.

METEOROLOGICAL REGISTER.

	Previous day. at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	30.35	30.41	30.26
Temperature	53.3	48.0	57.2
Humidity	37	59	64
Direction of wind	N.	N.	E.S.E.
Force of wind	2	3	4
Weather	O.G.	B.	B.
Rain	—	—	—

1.—BAROMETER reduced to 32 degrees Fahrenheit and to the level of the sea in inches, tenths and hundredths.

2.—TEMPERATURE in the shade in degrees and tenths Fahrenheit.

3.—HUMIDITY in percentage of saturation, the humidity of air saturated with moisture being 100.

4.—DIRECTION OF THE WIND to two points.

5.—FORCE OF THE WIND according to Beaufort Scale.

6.—STATE OF THE WEATHER: B. blue sky; C. detached clouds; D. drizzling rain; F. fog; G. gloomy; H. hail; L. lightning; O. overcast; P. passing showers; Q. squally; R. rain; S. snow; T. thunder; V. visibility; W. dew (wet).—The letters are repeated to indicate any increase over the average of their signification.

7.—RAIN in inches, tenths and hundredths.

For further particulars see "Instructions for making Meteorological Observations in China" (KELLY AND WALSH, Hongkong).

W. DOBERCK.

Hongkong Observatory, 25th February, 1884.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO	TO BE DESPATCHED
HAMBURG	Saint Idenc	Durand	Hongkong	Carlowitz & Co.	Quick despatch.
HAMBURG, via SUEZ CANAL	Bellona (str.)	W. Schaefer		Siemssen & Co.	On or about 8th Mar.
LONDON, via SUEZ CANAL	Antenor (str.)	Bragg		Butterfield & Swire	On or about 25th inst.
LONDON, &c., via SUEZ CANAL	Ganges (str.)	W. B. Andrews		P. & O. S. N. Co.	On 4th Mar., at 4 P.M.
MARSEILLES, via SAIGON, &c.	Saghalien (str.)	Homery		Messageries Maritimes	To-day, at Noon.
NEW YORK via SUEZ CANAL	Selembria (str.)	Fowler	Hongkong	Russell & Co.	On or about 1st March.
SAN FRANCISCO	Loretto Fish	Hyler		Russell & Co.	Quick despatch.
SAN FRANCISCO, via YHAMA	City of Tokio (str.)			P. M. S. S. Co.	On 3rd March, at 3 P.M.
TRIESTE, &c.	Pandora (str.)	G. Sturli		Melchers & Co.	On or about 23th inst.
SYDNEY AND MELBOURNE	Whampoa (str.)	Williams		Butterfield & Swire	On 29th inst., at 4 P.M.
VICTORIA, B.C.	Nellie May	Austin	Hongkong	Russell & Co.	Quick despatch.
BOMBAY, via STRAITS	Sumatra (str.)		Hongkong	P. & O. S. N. Co.	To-morrow, at 4 P.M.
BATAVIA, SAMARANG, &c.	Camorta (str.)	Oreille		Jardine, Matheson & Co.	To-day, at 3 P.M.
YOKOHAMA	Menzaleh (str.)	Blanc	Hongkong	Messageries Maritimes	Quick despatch.
YOKOHAMA, via NAGASAKI, &c.	Kashgar (str.)			P. & O. S. N. Co.	On 6th Mar., at Noon.
NAGASAKI, KOBE, &c.	Kumamoto-Maru (str.)	Drummond		M. B. M. S. S. Co.	On 29th inst., at 4 P.M.
BANGKOK	Taichiow (str.)	J. Jordan	Hongkong	Yuen Fat Hong	To-day, at 8 A.M.
SHANGHAI	Peking (str.)	G. Heuermann	Hongkong	Siemssen & Co.	To-day, at 4 P.M.
SHANGHAI	Iraouaddy (str.)	Pasqualini		Messageries Maritimes	Quick despatch.
SHANGHAI	Clyde (str.)			P. & O. S. N. Co.	Quick despatch.
HOIHOW AND PAKHOI	Ping-on (str.)	McCaslin	Hongkong	Russell & Co.	To-morrow, Daylight.
SWATOW, AMOY, & FOOHOW	Douglas (str.)	S. Ashton	Hongkong	Douglas Lapraik & Co.	On 28th inst., Daylight.

HONGKONG TEMPERATURE.

(FROM MESSRS FALCONER & Co.'s REGISTER.)

February 25th.

Barometer—9 A.M.	30.424
Barometer—1 P.M.	30.354
Barometer—6 P.M.	30.250
Thermometer—9 A.M.	57
Thermometer—1 P.M.	60
Thermometer—6 P.M.	58
Thermometer—9 A.M. (Wet bulb)	55
Thermometer—1 P.M. (Wet bulb)	59
Thermometer—6 P.M. (Wet bulb)	57
Thermometer—Maximum	60
Thermometer—Minimum (over night)	55

HONGKONG TIDE-TABLE.

26TH FEBRUARY TO 3RD MARCH, 1884.

Day of Week.	Day of Month.	HIGH WATER. Hongkong Mean Time.	HIGH WATER. Height.	LOW WATER. Hongkong Mean Time.	LOW WATER. Height.
		h m	ft. in.	h m	ft. in.
Tu.	26	m 9 39	2 9	m 3 9	−1 4
		8 55 a	5 0	9 59 a	0 5
W.	27	m 10 6	3 0	m 3 40	−1 4
		9 26 a	4 11	3 19 a	0 2
Th.	28	m 10 34	3 3	m 4 15	−1 3
		10 16 a	4 7	4 4 a	−0 1
F.	29	m 11 3	3 5	m 4 43	−0 11
		10 57 a	4 1	4 51 a	−0 3
Sat.	1	m 11 31	3 8	m 5 21	−0 6
		11 41 a	3 6	5 41 a	−0 3
S.	2	0 4 a	3 9	m 6 53	−0 1
				6 33 a	−0 2
M.	3	m 0 32	2 8	m 6 24	−0 6
		0 43 a	3 10	7 47 a	0 0

The height of mean sea-level has been determined at 7.595 feet above zero of the tide-gauge at the Victoria Naval Yard; and the Rowcroftor Ordinary Spring-Tides, to which datum the heights in these Tables are referred, as 1.595 feet above zero.

The heights in the Tables marked with a minus (−) sign are below Low-Water Ordinary Spring-Tides, and should be subtracted from the constants given above.

INSURANCES.

THE CHINA MERCHANTS' INSURANCE COMPANY, LIMITED.

HEAD OFFICE—SHANGHAI.

CAPITAL (FULLY SUBSCRIBED) Tls. 1,000,000.

BOARD OF DIRECTORS.

TONG KING SING, Esq., Chairman.
CHU YU CHEE, Esq. | CHANG SU HO, Esq.
CHING TO CHAI, Esq. | YIP YU TIN, Esq.
and ten others.

HO SHEN CHEE, Esq., Secretary.

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Usual returns of Premia are made to all Contributors of Business whether Shareholders or not

HO SHEN CHEE,
Secretary.

Head Office, Hankow Road,
Shanghai, 1st June, 1882. [7102

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MELCHERS & Co.

27th March, 1876 [10

NOTICE.

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AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Saigon, Penang, and the Philippines.

JAS. B. COUGHTRIE,
Secretary.

27th March, 1882. [692

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SIEMSSEN & Co.
Hongkong, 1st January, 1884. [18

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CARLOWITZ & CO.
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To illustrate the vast scope of the work, the following facts are submitted for consideration:—Chalmers' Vocabulary contains about 16,000 Chinese characters, and Medhurst's English and Chinese Dictionary about 100,000, whilst this work contains more than 50,000 English words, and upwards of 600,000 Chinese characters. Again, despite all the grammars and other elementary works as yet published, the student of this difficult language absolutely requires examples to display the various applications and equivalents of different words which have one general meaning. Of these examples this work contains more than five times as many as any other Dictionary hitherto published.

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FOR VICTORIA, B.C.

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"NELLIE MAY,"

Austin, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
11th February, 1884. [355

FOR SAN FRANCISCO.

THE 3/3 L I I American Ship

"LORETTO FISH,"

Hyler, Master, shortly due, will load here for the above Port, and will have quick despatch.
For Freight, apply to
RUSSELL & Co.
23th January, 1884. [237

FOR HAMBURG DIRECT.

THE 3/3 L. I. I. French Barque

"SAINT IDEUC,"

Durand, Master, will load here for the above Port and will have quick despatch.
For Freight or Passage, apply to
CARLOWITZ & Co.
15th January, 1884. [164

VESSELS ON THE BERTH.

FOR BANGKOK DIRECT.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

THE Company's Steamer

"TAICHIOW."

Captain James Jordan, will be despatched for the above Ports TO-DAY, the 26th instant, at EIGHT A.M.
For Freight or Passage, apply to
YUEN FAT HONG,
Agents.
23rd February, 1884. [421

STEAM TO BOMBAY VIA STRAITS.

THE P. & O. S. N. Co.'s Steamship

"SUMATRA,"

will leave for the above place TO-MORROW, the 27th instant, at FOUR P.M.
A. McIVER,
Superintendent.
22nd February, 1884. [418

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Company's Steamship

"DOUGLAS,"

Captain S. Ashton, will be despatched for the above Ports on THURSDAY, the 28th instant, at DAYLIGHT.
For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.
23rd February, 1884. [424

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ANTENOR,"

Captain Bragg, will be despatched as above on or about the 25th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
14th February, 1884. [252

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, AND TRIESTE.
(Taking Cargo at through rates to CALCUTTA, PERSIAN GULF PORTS, ODESSA, and the MEDITERRANEAN PORTS).

THE Company's Steamship

"PANDORA."

Captain G. Sturli, will be despatched as above on or about THURSDAY, the 28th instant.
For further Particulars, apply to
MELCHERS & Co.,
Agents.
13th February, 1884. [370

CHINA NAVIGATION COMPANY, LIMITED.

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(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND.)

THE Steamship

"WHAMPOA,"

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This vessel has unusually good Cabin Accommodation, situated amidships, upon the upper deck.
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BUTTERFIELD & SWIRE, Agents.
15th February, 1884. [376

UNION LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"SELEMBRIA,"

Captain Fowler, will be despatched for the above Port on or about SATURDAY, the 1st March, instead of as previously advertised.
For Freight or Passage, apply to
RUSSELL & Co.
22nd February, 1884. [369

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"CLYDE,"

will leave for the above place about 24 hours after her arrival with the next English Mail.
A. McIVER,
Superintendent.
22nd February, 1884.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamship

"IRAOUADDY,"

Captain Pasqualini, will be despatched for SHANGHAI, shortly after her arrival from Europe.
J. MARTIN,
Acting Agent.
20th February, 1884.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

THE Company's Steamship

"MENZALEH,"

Captain Blanc, will be despatched for YOKOHAMA, shortly after the arrival of the next French Mail from Europe.
J. MARTIN,
Acting Agent.
20th February, 1884.

STEAM TO YOKOHAMA VIA NAGASAKI AND HIOGO.
(Passing through the INLAND SEA).

THE P. & O. S. N. Co.'s Steamship

"KASHGAR"

will leave for the above place on THURSDAY, the 6th March, at NOON.
A. McIVER,
Superintendent.
22nd February, 1884.

FOR HAVRE, LONDON, AND HAMBURG, VIA SUEZ CANAL.

THE Steamship

"BELLONA,"

Captain W. Schaefer, will be despatched for the above Ports on or about the 8th proximo.
For Freight or Passage, apply to
SIEMSSEN & Co.,
Agents.
21st February, 1884. [414

VESSELS ON THE BERTH.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, ISMAILIA, PORT SAID, SYRIAN PORTS, NAPLES, MARSEILLES, AND PORTS OF BRAZIL AND LA PLATA;
ALSO,
PONDICHERRY, MADRAS, CALCUTTA, AND ALL INDIAN PORTS.

ON TUESDAY, the 26th day of February, 1884, at NOON, the Company's Steamship "SAGHALIEN," Commandant Homery, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until NOON of 25th February, 1884.

Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 25th February, 1884. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

J. MARTIN,
Acting Agent.
15th February, 1884.

MITSU BISHI MAIL STEAMSHIP CO.

STEAM TO NAGASAKI AND KOBE, VIA INLAND SEA.
TAKING CARGO FOR YOKOHAMA.

THE "KUMAMOTO-MARU," Captain DRUMMOND, due here on or about the 25th inst., will be despatched as above on FRIDAY, the 29th instant, at FOUR P.M.

Cargo received on board and Parcels at the Office up to ONE P.M., of the day of Sailing.

No Bill of Lading signed under $2 Freight.

All Claims for Damage must be settled on board before delivery is taken, otherwise they will not be recognized.

Cargo and Passengers for Yokohama will be transhipped to the Shanghai Mail Steamer at Kobe.

For further Particulars, apply at the Company's Offices, Praya Central, Ground Floor of Messrs. Russell & Co.

H. J. H. TRIPP,
Agent.
22nd February, 1884.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA AND SAN FRANCISCO.

THE U. S. Mail Steamer "CITY OF TOKIO" will be despatched for San Francisco, calling at Yokohama and Honolulu, on MONDAY, the 3rd March, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. *These allowances do not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. on the 2nd March, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A,

A RIVER.

How like a river is our life! It flows
Sometimes with rapid rush and fierce alarm,
Sometimes in ripples, and again its calm:
But, swift or slow, it ever onward goes—
Now through the valley where the clover grows,
Through rugged woods or cultivated farm,
Or turns the mill-wheel with a steady arm.
But what its mission, what its end, who knows?
We know that, as our lives, unseen it came,
Silent it came, from off old Ocean's brim;
But, all unlike ourselves, it asks not fame,
Nor seeks the glory of its peers to dim;
But onward, onward to the sea its aim—
From out his depths it would go back to him.

C. P. Russell, in Chicago Tribune.

MATCHES.

At Jonkoping, Sweden, is the oldest and largest match factory in the world. It was established 100 years ago, and there are now to be seen specimens of the matches used at the beginning of the present century, consisting of big faggots of wood furnished with a handle and a tip to dip in a bath of sulphur. The wood from which the present kind of matches are made is taken from the adjacent forests, which are divided into fifty sections. Every year one section is cut and then replanted with young trees. The trees are hewn into planks in the forest and cut into slivers in the factory. The boxes are made of the outside of the trees. The factories are on the banks of lakes, which are connected with one another by wide canals. Millions of matches are turned out each day. Some idea of where they all go to may be obtained from the statement that there are at least 280,000,000 of matches burned each day in the United States, or an average of five matches for each person.

CARLYLE AND THE QUEEN.

Apropos that anecdote of Lord Tennyson asking the Princess of Wales how he was to address her Royal Highness and her sister the Empress of Russia, we see a statement made in some quarters that when Carlyle had an interview with the Queen, he asked her Majesty to take a seat herself, and also to allow him to be seated, as the subject they were about to discuss, the position of Prussia as a European Power, was "a big one." The teller of the story remarks that the Queen has "a well-known aversion to sit down." There is not one word of truth in the anecdote. On the only occasion on which Carlyle ever met her Majesty, she was seated on a sofa in Dean Stanley's drawing-room at Westminster. No reference whatever was made to the position of Prussia. Carlyle did indeed ask the Queen's permission to sit, on the ground, to use his own phrase, that he was "an infirmish old man;" and we have his own authority for saying that the request was "graciously conceded by her Majesty." The myths in circulation about that interview would fill a good many columns; but the whole of the truth could be told in a few lines. Fortunately it has been recorded by the best possible authority, though his record of it has not yet been given to the world.—*Literary Notes in Daily Mail.*

DRESSES FOR DANCES.

Pretty girls are usually perfectly well aware, says the *Daily News*, that they never look prettier than when attired for a dance. The coming weeks will see many a dainty picture of girlhood, bright-eyed and expectant, attired in shimmer of satin and glimmer of pearl, or in those lighter textures which are so well suited to the flying feet that "chase the glowing hours." There is no doubt that faint-hued satin is one of the ideal fabrics for the setting forth of woman's beauty. There is a sumptuous softness about it that fascinates the artist's eye and inspires the poet's pen. Its gleaming surface seems to irradiate the form it envelopes, and the shifting folds produce an effect of light and shade in which any less glossy material must fail. Nor is the mode of to-day calculated in any way to lessen the excellence of the fabric as adapted to ball-dresses. The too abbreviated skirts of some three years ago have disappeared, together with that superlative tightness which made the dancer look as though her knees were in danger of coming through her dress. The length of the skirt is now regulated by the convenience of the dancer, not by the beauty or otherwise of the feet and ankles that a short dress displays and a long one hides. The rule at present is, that the front and sides of the evening dress shall clear the floor by some two inches, while the back just rests upon it. In the gentle swing of the dance, this portion also sways upward from the floor, and on a graceful *valeuse* (the waltz is now scarcely known by its former name, but has become the *valse*;) there is no more becoming length. The very low bodices of some seasons ago are now considered "bad form" (a quite untranslateable slang phrase); while the straps that essayed to do duty as sleeves would, if worn by a girl or young matron, at once condemn her as belonging to the "fast" contingent. On the whole, the evening dress of to-day (or rather to-night) is graceful and convenient, modest and becoming. An excellent instance of this may be found in a frock just designed by one of our leading Court milliners. The materials are satin and lace. The former is in a shade of bright golden yellow, and is entirely covered by light draperies of brown Spanish lace. The edge of the skirt is fretted into ripples of shining golden yellow, appearing beneath the filmy brown of the lace. The bodice and paniers are in a similar style, the latter consisting solely of the lace which is draped towards the back in graceful folds. Knots of yellow satin ribbon serve, as it were, to bring out the veiled gold of the satin, while the folds of lace, where they fall together, form the contrasting deep tones of the composition. This lovely dress is artistic, yet simple. There is no elaborate manipulation of material, the arrangement lending itself rather to the idea that the draperies are formed by the lines of the figure of the wearer. Among the new fabrics for ball dresses is an English crape, snow white in colour, and dotted with pearls. The crinkled surface is effective over the serene smoothness of white satin. In these small contrasts do our modistes find their best effects. The pearls have affinities with the satin, while the crape presents opposite qualities. The three combined form a perfect union, free from monotony or any suspicion of insipidity. The trimming of pale blue or pink with coffee-coloured lace is still in vogue, and is successful in proportion as the lace is arranged in masses, and not thinly spread in meagre lines, as fashion once directed. Lace of a similar tint is effective upon dresses of *eau-de-nil* green; but by far the most beautiful trimmings of dresses for dances consist of the exquisitely-made flowers and leaves that are turned out by the skilful fingers of the artificial florists. Velvet leaves, in tints of warm crimson, golden brown, and liveliest yellow, look well upon almost any colour. Tulle skirts are idealised by such ornament as these. One, in corn colour, has a long garland of bramble leaves, in russet brown and red, hung across the flounces which trim the front of the skirt. The bodice is of plush in precisely the tint of crimson of some of the leaves. An evening dress of black net has the front breadth covered with a rich embroidery, also of the tint of ripe corn, representing wheat in full ear. The black net is held back by ribbons of corn-colour. A beautiful ball-dress is in brocaded gauze of the colour known as Imperial yellow, one so bright and glowing that one comprehends easily why the children of the Flowery Land have called it "the daughter of light." The bodice is edged round the shoulders with large yellow beads. Paniers and drapery are of yellow tulle, spotted with leaves of the same colour. This dress, without presenting any loud or inharmonious feature, could not permit its wearer to be unseen or unnoticed in any ball-room. It would need some grace of carriage and an air of distinction in addition to beauty for any lady to appear in such a dress without becoming subservient to it. An insignificant woman must be extinguished by it. A shy one would be overwhelmed. Only a brilliant one would feel at ease in it.

MOTHERS-IN-LAW.

Justice Duffy contributes to the solution of one of the knottiest of social problems important information derived from his experience as a magistrate. "Some people," he observes, "say mothers-in-law are an abused class, but since I have been on the bench I have had before me over one thousand cases of abandonment, and in almost every instance the aforesaid relative made all the trouble." Perhaps there is no position in the world in which one can more satisfactorily learn the real source of innumerable domestic difficulties than that of a police justice in a great city; wherefore this bit of evidence is worthy the attention of philosophers.—*N. Y. Herald.*

"OUR ALMANACS."

Buda, say some writers, was the place where these publications, now heralding the New Year, were first issued in 1470. Two hundred years later, Anthony Wood, the famous Oxford historian wrote, "nearly 30,000 of them were printed in that city, besides a sheet almanac for twopence. The sale was so great that the society of booksellers in London bought off the copy for the future, in order to engross it in their own hands." The almanacs of the 17th and 18th centuries were, however, of certain literary merit; they were generally printed and published for the Stationers' Company and formed neat octavo books. Leading wits and writers of the day enriched their pages, which, occasionally, were a medium for religious or political satire. Partridge, the famous astrologer, is a name famed in the annals of this craft. He was buried in Mortlake churchyard, and Swift has not spared him, in allusion to his double occupation of shoe and almanac maker—

"How Partridge made his optics rise
From a shoe sole, to reach the skies."

John Gadbury, George Parker, "a lover of the celestial sciences," and others, also appear at this time, and they were generally styled "students in physic and astrology." Francis Moore, physician, in 1784, the precursor of famous "Old Moore," whose almanac still retains the title of "Vox Stellarum", disguised authors, like "Poor Robin," in 1761; Henry Season, who produced the "Speculum Anni, or the Season of Seasons," are noted contributors of the period. "Dove's Almanac," in 1686, was "calculated for the famous University and Twon of Cambridge." The contents were varied, yet followed somewhat the course of the penny book of to-day. Thus we had the names of the principal fairs, an itinerary, enigmas, prognostications, the rules of good husbandry, and other items. The frontispiece was ornamentally designed, and the price of the almanac was ninepence stitched. The titles were more high-flown than to-day. We had the "Starry Messenger for the year of our Redemption," 1696. The "Protestant Almanac" for that season has the inscription, "Wherein you see the Papists face to face in their colours." Thus almanac-making, like other literary efforts, has had its annals, its writers, and its fame.—*Globe.*

LORD LYTTON'S FIRST WHIPPING.

During my mother's absence a young midshipman came to dine with Mr. Lytton. I peeped from the staircase when they went in to dinner, and greatly admired the midshipman's smart uniform. I saw that he deposited something on the slab without the door, as he went into the parlour—something that glittered. My infant curiosity was aroused; so, when the place was clear, I stole down and approached the slab. Oh Mars! I remember still how thy fierce inspiration shot through my heart when I beheld the prettiest weapon—dirk, cutlass, or miniature sword, I know not what to call it—with its gleaming hilt of mother-of-pearl and gold. I hesitated not a moment; I seized the weapon, ran off with it, and instinctively hid it. I cannot even recollect, where I hid it. Hide it I did. Neither know I how, nor in what dreams and visions I passed the hours (musing on that treasure, and wondering if the time could come when I might wear it openly by my side) until the midshipman took his leave and searched for his weapon. No weapon was forthcoming. What on earth had become of it? Was it in the dining room? In the library? In the entrance hall, with the hats and cloaks? No; the midshipman was certain he had left it on the slab. The servants were questioned in vain. "If there were a magpie in the house," began my grandfather. "Please your honour," said the grim man servant, an austere man, of a sanctified turn of mind, who had neither little ones nor bowels for them. "Please your honour, there is a child." At that answer my grandfather bounded. . . . Since it was found, there I supposed that the matter would end, and that, to use my grandfather's favourite phrase, I should be "troubled no more in the business." So I went to sleep as soundly as if I had the clearest conscience in the world. I woke earlier than usual, and the thought of my lost and dear cutlass returning to me, felt restless and mournful. The maid-servant not coming in to dress me, I rose of my own accord, opened the door, and peeped out to see if the house was yet astir. My grandfather's bed room was opposite the one I occupied (which was, indeed, the one assigned to my mother), and as I peeped I saw that said grim, sanctimonious man-servant (I remember that the brute wore drab breeches, and never servant of mine has been permitted—nor, please the saints, ever shall be permitted—to wear inexpressible of that carnificent and hangdog complexion)—I saw that man about to enter his master's room. His right hand was on the handle of the door; in his left was something covered by his apron. The menial monster turned at the noise I made, his eye resting with horrid significance upon mine, and smiled! Smiled, I aver it! "Master Teddy," quoth he, "I have something here in store for you." Thinking, in the credulous goodness of my own heart, that my grandfather was about to make it up to me for the loss of my beloved cutlass, by some toy of a peculiarly fascinating nature, I cried joyfully, "What is it? Show it to me!" The wretch smiled again; and, withdrawing the folds of the concealing apron, held up to my sight a thing I had never seen before; a thing composed of brown horrent sprigs and twigs; a thing "ugly and venomous!" "But," said I, recollingly and doubtfully, "is that really for me? I don't think it is at all pretty. It is very like a broom. It must be for Sarah." Sarah was the housemaid. "It is for you, Master Laddy," said the infernal and execrable man (Oh that I could remember his name—to transmit it to the just indignation of posterity!). "It is for you, and much good may it do you!" So saying, he entered my grand-father's room, and closed the door. —*The Life of Edward Bulwer, Lord Lytton. By his Son.*

HANDY IN CASE OF FIRE.

A young tenor obtained a hearing before the manager of a provincial theatre. He sang; but the manager stopped him at the end of three or four notes.—"Leave me your address," he said, "and I will think of you if it should happen."—"What do you mean by 'if it should happen?'" demanded the young tenor.—"Why, if my theatre should catch fire——"—"Well?"—"I should engage you to cry 'Fire!'"

A CELEBRATED NEGRO.

Ransom Montgomery, a negro who enjoyed considerable celebrity in the Southern States, died suddenly about three weeks ago at Atlanta (Georgia). In 1845, Ransom Montgomery, then a slave at Dafort Ferry, near the newly-opened Western and Atlantic Railway over the river Chattahoochee, saw that the bridge had caught fire and went to inform the bridge-keeper of the danger. The latter had left his post to go and make a speech at a political meeting, and as there was no time to go into the village for help, Ransom Montgomery determined to attempt the apparently hopeless task of extinguishing the fire, which had been caused by burning cinders that had dropped from the engine. He succeeded, however, in doing so, and the State authorities, when they learnt what he had done, purchased his freedom and obtained a situation for him on the line. They also built for him a small house near the bridge, but this house was demolished by General Sherman's soldiers during the Civil War. When the management of the Western and Atlantic Company passed into fresh hands, Ransom Montgomery was discharged upon the ground of advanced age; but the State Legislature gave him a pension of 15 dollars a month, and at his death Governor M'Daniel had him buried at the public expense.

HOW THE JUDGE ENTERED THE HOUSE.

Jefferson's great height and slender figure exposed him to much ridicule from his opponents; his sobriquet with them was "Long Tom." Nothing could present a more striking or more singular contrast than the figures of Mr. Jefferson and General Knox—the one very short, the other lank and lean, and unusually tall. They happened to meet one morning on the steps of General Washington's lodgings. The two gentlemen approached from opposite directions, and, arriving at the same moment, a contest in etiquette took place between them. The general at the head of the army, and full of chivalric politeness, could not think of passing in before the coequal head of the department of State, while the civil officer of the Government was equally averse to taking precedence of the military, and they stood for some moments, each drawing back and waving the other forward. In the midst of this entertaining scene the notorious Judge Peters, the greatest wit of his day, came up directly in front. Perceiving how matters stood, and casting a sly glance from one side to the other, he pushed boldly between them, exclaiming as he passed: "Pardon me, gentlemen, if in my haste I dash through thick and thin."—*American Paper.*

AFRICAN PUZZLES.

Africa is, indeed, a great ethnographi puzzle. The maize, for example, is commonly said to be a New World plant, unknown in Europe until after the discovery of America, and hence the grains of Indian corn which are sold to credulous travellers as contemporary with the mummies from the side of which they are said to be taken, must be bracketed with the Mexican Dahlia bulbs, and the Chinese scent-bottles, with mottoes quoted from poems which were not composed till two thousand years after the Theban tombs in which they are said to be found were made. But we are staggered to find maiz cultivated as ordinary crop everywhere, in the most remote parts of Central Africa, by people who have never seen white men, who have no tradition of the time when the corn was not grown as food and for making beer, and are absolutely ignorant, even in their legends, of any race from whom they could have obtained this all-important element in the economy of so many native American nationalities. What is more, there is scarcely any African tribe raised above the lowest grade of savagedom that does not own, or has not owned, for uncounted generations, droves of cattle and flocks of domestic fowls. When did they get them? Throughout savage Africa there is no trace of any stone building, or indeed of any edifice which could have been reared by a superior race, and yet it is hard to conceive whence came the maize, the fowls, and the cattle.—*The Peoples of the World.*

A NORFOLK FARMER'S TALE.

Just five-and-thirty years ago, when the Smithfield Club Cattle Show was held in Baker-street, London, adjoining Madame Tussaud's exhibition, and only a fortnight after James Bloomfield Rush, a farmer and auctioneer, had murdered Mr. Jerrey, Recorder of Norwich, and his family, at Stanfield Hall, near Wymondham, the following story appeared in a local newspaper:—"Among the many visitors to the late cattle show in London was a Norfolk farmer, who, on his return home by train, entered into conversation with a fellow traveller, and gave him the following account of what had befallen him and of the unexpected company into which he had been most extraordinarily introduced. 'After,' said he, 'I had been to the show, and carefully examined the different animals, and given my meed of praise to the breeders and their feeders, I thought I would devote a spare hour to another exhibition in the same neighbourhood, Madame Tassaud's celebrated waxworks. Accordingly I presented myself at the door, and paid my money. On entering, I was surprised to find myself the only spectator. Undisturbed for some time, I wandered about, looking with astonishment at the waxen effigies, habited in their gorgeous apparel. In a few minutes some ladies and children arrived; and standing near to one of the former, I observed, 'What ugly, grimlooking people some of those kings and queens are.' The lady smiled, and answered, 'I perfectly agree with you, they are.' My attention was soon arrested by hearing one of the party, pointing to a figure, mention Lord Nelson; when, proud of having been born in the same county as the illustrious sailor, I could not help exclaiming, 'Ah! he was from my neighbourhood!' upon which one of the ladies, advancing, said to me, 'Then you are from Norfolk; pray can you tell me anything about poor Mrs. Jerrey, in whose melancholy fate I so deeply sympathise? Have you any information different from that which has appeared in the public papers?' To which I replied, 'No, madam, for I have been some days from home.' Scarcely has this conversation ended, when Madame Tassaud entered, and seeing me there, asked me how I got in, and if I did not know she had forbidden the entrance of any one, I replied, 'I did not; but having paid my money, had walked in as a matter of course.' Judge of my surprise, when she informed me I had the honour of speaking to no other than our good and gracious Queen, and that the lady whose tender anxiety had been so warmly expressed for the injured widow of Stanfield Hall, was the same illustrious person whose exalted rank does not, however, so elevate her but that the misfortunes and afflictions of others can reach her heart, and excite her generous commiseration. The party who accompanied her Majesty were the Royal children and their attendants."—*Globe.*

HONGKONG MARKETS.

As Reported by Chinese on the 25th Feb., 1884.

COTTON GOODS.

American Drills, 30 yards, per piece	$2.95 to 3.10
American Drills, 15lbs., per piece	$3.90 to 3.95
Cotton Yarn, No. 16 to 24, per 400 lbs.	$98.50 to 99.00
Cotton Yarn, No. 28 to 32, per 400 lbs.	$98.00 to 105.00
Cotton Yarn, No. 38 to 42, per 400 lbs.	$112.00 to 116.50
Cotton Yarn, Bombay	$78.00 to 79.50
Chintz, per piece	$1.70 to 1.75
Dyed Spotted Shirtings, per piece	$3.60 to 2.65
Dyed Brocades Shirtings, per piece	$3.65 to 3.70
Dyed Damask Shirtings, per piece	$5.50 to 5.65
English Drills, 30 yards, per piece	$2.55 to 2.65
English Drills, 14 lbs., per piece	$2.45 to 2.50
English Drills, 15 lbs., per piece	$2.85 to 2.90
Grey Shirtings, 7 lbs., per piece	$1.55 to 1.60
Grey Shirtings, 8 lbs., per piece	$1.77 to 1.85
Grey Shirtings, 8½ lbs., per piece	$1.95 to 2.00
Grey Shirtings, 9 lbs., per piece	$2.65 to 2.75
Grey Shirtings, 10 lbs., per piece	$2.97 to 3.00
Grey T. Cloths, 24 yds. & 32 in. 6lbs. p. pc.	$1.20 to 1.25
Grey T. Cloths, 24 yds. & 32 in. 7lbs. p. pc.	$1.35 to 1.70
Grey T. Cloths, 24 yds & 36 in 8 lbs. XQ p. pc.	$1.80 to 1.85
Grey T. Cloths, 24 yds 36 in 8 lbs. VV p. pc.	$2.30 to 2.35
Grey T. Cloths, 24 yds 36 in 8 lbs. XX p. pc.	$2.45 to 2.50
Handkerchiefs, Blue, per dozen	$0.60 to 0.65
Handkerchiefs, Brown, per dozen	$0.55 to 0.62
Handkerchiefs, Red, per dozen	$0.60 to 0.65
Handkerchiefs, Light Red, per dozen	$0.66 to 0.78
Velvet Black, 32 inches, per yard	$0.18 to 0.19
Velvet, Gentian, 22 inches per yard	$0.21 to 0.22
Velveteens, Black, per yard	$0.21 to 0.22
Velveteens, Gentian, per yard	$0.28 to 0.29
White Shirtings, 54 to 60 reed, per piece	$2.15 to 2.35
White Shirtings, 64 to 66 reed, per piece	$2.45 to 2.60
White Shirtings, 68 to 80 reed, per piece	$2.80 to 3.35
White Shirtings, 600 reed, per piece	$3.45 to 3.50
White Shirtings, 7,000 reed, per piece	$3.20 to 3.25
White Shirtings, AA, per piece	$1.65 to 1.70
White Shirtings, EF, per piece	$5.30 to 5.32
White Shirtings, MK, per piece	$3.90 to 3.95
White Spotted Shirtings, per piece	$2.45 to 2.50
White Brocades, per piece	$2.50 to 2.65

WOOLLEN GOODS.

Blankets, 8 lbs., per pair	$3.45 to 3.55
Blankets, 9 lbs., per pair	$3.75 to 3.85
Blankets, 10 lbs., per pair	$4.25 to 4.45
Blankets, 12 lbs., per pair	$5.70 to 5.75
Camlets, 883, per piece	$13.50 to 14.00
Camlets, SS, per piece	$13.50 to 14.00
Camlets, 9, per piece	$14.50 to 15.00
Camlets, 1183, per piece	$16.50 to 17.00
Camlets, AA, per piece	$16.50 to 17.00
Camlets, LLL, per piece	$13.50 to 14.00
Long Ells, MM Scarlet, per piece	$6.05 to 6.70
Long Ells, MM Assorted, per piece	$6.05 to 6.70
Long Ells, HH Scarlet, per piece	$6.65 to 7.70
Long Ells, HH Assorted, per piece	$6.45 to 6.70
Long Ells, H Scarlet, per piece	$6.65 to 6.70
Long Ells, H Assorted, per piece	$ 6.70 to 6.75
Lastings, DD, per piece	$19.50 to 18.20
Spanish Stripes, per yard	$0.72 to 0.75

METALS.

Iron, Nail Rod, per picul	$2.65 to 2.70
Iron, Hoop, per picul	$2.85 to 3.10
Iron, Bar, per picul	$3.30 to 3.35
Iron, Wire, per picul	$6.25 to 6.35
Lead, WB, per picul	$4.30 to 4.35
Lead, LB, per picul	$4.40 to 4.45
Lead, Hole Shop, per picul	$4.40 to 4.42
Quicksilver, English, per picul	$55.00 to 55.20
Quicksilver, American, per picul	$55.00 to 55.20
Steel, English, per tab	$3.65 to 3.75
Steel, Swedish, per tab	$4.15 to 4.25
Spelter, per picul	$5.60 to 5.65
Tin, Malacca, per picul	$33.40 to 34.50
Tin, Plates, per box	$4.90 to 4.95

PRODUCE.

Almonds, per picul	$23.00 to 23.50
Alum, 1st quality, per picul	$2.45 to 2.55
Alum, 2nd quality, per picul	$1.75 to 1.85
Bark, Camphor, per picul	$17.50 to 18.50
Beche de Mer, per picul	$30.00 to 55.00
Bees Wax, Japan, White, per picul	$11.50 to 12.50
Bees Wax, Hankow, Yellow, per picul	$44.00 to 46.50
Bees Wax, White, per picul	$65.50 to 65.50
Birds' Nests, 1st quality, per picul	$1,650 to 2,400
Birds' Nests, 2nd quality, per picul	850 to 750
Birds' Nests, 3rd quality, per picul	$75.00 to 200
Brimstone, per picul	$2.55 to 2.65
Buffalo Hides, Manila	$12.00 to 15.50
Buffalo Cow Hides	$7.60 to 8.00

PRODUCE.

Camphor, packed, per picul	$18.50 to 18.50
Camphor, Barous, clean, per picul	$3,500 to 3,600
Camphor, Estuse, per picul	$1,300 to 1,350
Cardamons, Superior	$125 to 135
Cardamons, Inferior, per picul	$22.00 to 23.00
Cloves, per picul	$33.00 to 38.50
Coals, Anlaut, per ton	— to —
Coals, English steam, per ton	$10.25 to 10.00
Coals, Sydney, per ton	$0.35 to —
Cocoa, per picul	$22.00 to 24.50
Copper, Sheathing, Japan, per picul	$20.50 to 21.00
Copper, Rod, Japan, per picul	$23.70 to 24.00
Copper, Nails, per picul	$23.50 to 23.80
Cotton, Bombay, per picul	$15.30 to 16.30
Cotton, Calcutta, per picul	$17.00 to 17.80
Cotton, Ningpo, per picul	$18.00 to 18.30
Cotton, Shanghai, per picul	$18.80 to 17.50
Cotton, Shantung, per picul	$18.30 to 16.50
Cotton, Tientsin, per picul	$17.60 to 17.30
Cotton, Tungchow, per picul	$17.50 to 18.30
Cotton Seeds, Saigon	$4.20 to 4.30
Cotton Seeds, Siam	$4.10 to 4.20
Cuttlefish, Japan	$32.50 to 32.00
Cuttlefish, Japan, without bones, p. pl.	$15.50 to 19.50
Cuttlefish, Chaucbow, per picul	$26.00 to 27.50
Dates, Black, per picul	Tls. 2.80 to 2.95
Dates, Red, per picul	Tls. 2.35 to 2.45
Dried Lily Flowers	$7.85 to 8.15
Elephant's Teeth, 4 to 5 pieces	250 to 300
Elephant's Teeth, 7 to 8 pieces	300 to 220
Flour, California, per sack of 50 lbs	$1.82 to 1.85
Flour, American, per barrel of 100 lbs	$8.10 to 8.25
Flour, American, per barrel of 200 lbs	$6.20 to 6.35
Fungus	$30.00 to 30.50
Fins, per picul	$0.50 to 0.63
Ginseng, American, 1st quality, p. picul	$290 to 285
Ginseng, American, 2nd quality, p. picul	$160 to 210
Gums, Ordinary, per picul	Tls. 17.70 to 18.00
Gums, Superior, per picul	Tls. 25.50 to 31.00
Hemp, Hankow, per picul	$10.50 to 12.00
Hemp, Siam, per picul	$10.40 to 11.00
Isinglass, Japan, per picul	$34.00 to 41.00
Melon Seeds, 1st quality, per picul	$4.90 to 5.20
Melon Seeds, 2nd quality, per picul	$4.50 to 4.65
Mushrooms, per picul	$32.00 to 46.50
Mussels, Dry Siam large, per picul	$8.95 to 9.10
Mussels, Dry Siam middle, per picul	$7.25 to 7.45
Mussels, Dry Siam small, per picul	$6.15 to 6.35
Oil, per picul	Tls. 6.10 to 6.25
Peas, White, per picul	$2.15 to 2.25
Peas, Green, per picul	$2.95 to 2.97
Peas, Black, per picul	$1.75 to 1.75
Peas, Yellow, per picul	$2.16 to 2.18
Peas, Green Beans, per picul	$2.15 to 2.25
Pearl Barley, per picul	$6.50 to 7.80
Potato Flour, per picul	Tls. 1.50 to 1.65
Patchouk, per picul	$13.00 to 14.70
Rhinoceros Horn, per picul	$2,000 to 3,000
Rhinoceros Horn, Mother, per picul	$2,000 to 2,400
Rice, Siam, No. 1, per picul	$1.95 to 1.96
Rice, Siam, No. 2, per picul	$1.82 to 1.83
Rice, Siam, milled No. 1, per picul	$1.82 to 1.83
Rice, Siam, milled No. 2, per picul	$1.67 to 1.68
Rice, Saigon, No. 1, per picul	$1.87 to 1.90
Rice, Saigon, Hemp bags	$1.75 to 1.76
Rice, Saigon, Straw bags	$1.71 to 1.72
Rice, Japan	$2.10 to 2.70
Saltpetre, per picul	$5.6 to 5.75
Seaweed, Green, per picul	$1.95 to 2.10
Seaweed, Cut, per picul	$2.35 to 2.40
Sesamum, White, per picul	$3.85 to 2.95
Sesamum, Black, per picul	Tls. 2.45 to 2.55
Sharkefins, per picul	$35.00 to 60.00
Shellfish, Japan, per picul	$27.00 to 39.00
Shellfish, California, per picul	$11.50 to 12.00
Stockfish, per picul	$5.00 to 6.50
Straits Produce, &c.—	
Betel Nut, per picul	$4.17 to 4.20
Pepper, White, per picul	$21.70 to 22.00
Pepper, Black, per picul	$13.50 to 13.90
Rattan, Straits, per picul	$5.80 to 5.50
Rattans, Bangar, per picul	$4.35 to 4.65
Sandal Wood, Malabar, per picul	$4.90 to 4.85
Sandal Wood, South Seas, per picul	$21.50 to 22.55
Sapan Wood, Manila, per picul	$1.45 to 1.65
Sapan Wood, Siam, per picul	$2.25 to 2.35
Sugar, Shek-lung, White, No. 1, p. pol.	$7.50 to 8.05
Sugar, Shek-lung, White, No. 2, p. pol.	$6.75 to 6.92
Sugar, Shek-lung, Brown, per picul	$4.25 to 4.30
Sugar Candy, Shek-lung, per picul	$8.90 to 9.00
Sugar Candy, Foochow, per picul	$2.65 to 2.70
Sugar Candy, Swatow, White, per picul	$6.75 to 7.80
Vermicelli, Tientsin, per picul	$7.50 to 7.70
Wheat, Tientsin, per picul	$2.15 to 2.20
Wheat, Japan, per picul	$2.15 to 2.20
Wood Oil, per picul	Tls. 6.35 to 6.40
Window Glass, per box	$3.65 to 3.70

SHIPPING IN THE CHINA WATERS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
HONGKONG.						
STEAMERS.						
Activ	Feb. 5	Roysbach	Dan. str	269	Arnhold, Karberg & Co	
Anton	Feb. 25	Schroder	Ger. str	395	Wieler & Co	
Ashburne	Feb. 20	Lambert	Brit. str	1613	Jardine, Matheson & Co	
Belloua	Feb. 6	W. Schaefer	Ger. str	789	Siemssen & Co	
Benledi	Feb. 21	W. Thomson	Brit. str	1090	Butterfield & Swire	
Bothwell Castle	Feb. 14	R. J. C. Tod	Brit. str	1653	Cantlie	
Camorta	Feb. 25	Oreille	Dut. str	1293	Jardine, Matheson & Co	Batavia, &c.
China	Jan. 25	Forken	Ger. str	648	Yuen Fat Hong	
C. of R. Janeiro	Feb. 16	Searle	Amr. str	3543	P. M. S. S. Co	S. Francisco
Douglas	Feb. 24	S. Ashton	Brit. str	982	Douglas, Lapraik & Co	East Coast
Emuy	June 30	Rementaria	Span. str	222	Remedios & Co	
Fame	—	Stoman	Brit. str	117	H. & W. Dock Co.	
Hainan	Nov. 28	J. Woone	Brit. str	281	Afong	
Hankow	—	J. Gerston	Brit str	2235	Butterfield & Swire	Canton
Hoihow	Feb. 24	A. Vardon	Brit. str	899	Butterfield & Swire	
Honam	—	T. T. Bunning	Brit. str	1344	H. C. & M. Steamboat Co	Laid up
Kiukiang	—	Lefevour	Brit. str	1061	H. C. & M. Steamboat Co	Canton
Kiungchow	—	S. W. Goggin	Brit. str	233	H. C. & M. Steamboat Co	Canton
K'moto Maru	Feb. 24	Drummond	Jap. str	1260	M. B. M. S. S. Co.	Nagasaki
Kong Beng	Feb. 25	R. Jones	Brit. str	862	Siemssen & Co	
Massalia	Feb. 13	G. Peterson	Ger. str	1262	Siemssen & Co	
Menzaleh	Feb. 22	B. Blanc	Fr. str	1276	Messageries Maritimes	Yokohama
Nam-yiun	Jan. 9	Lerida	Fr. str	435	A. R. Marty	
Pandora	Feb. 19	Starli	A.-H. str	1782	Melchers & Co	Trieste
Peking	Feb. 12	Heusermann	Brit. str	954	Siemssen & Co	Shanghai
Pilot Fish	Nov. 27	B. Vhj	Span. str	87	Remedios & Co	
Ping-on	Feb. 24	McCaslin	Brit. str	575	Russell & Co	Brodrene
Powan	—	—	Brit. str	1842	H. C. & M. Steamboat Co	Pakhoi
Remus	Dec. 28	Aguirre	Span. str	635	Dunn, Malhye & Co	Canton
Saghalien	Feb. 21	Homery	Fr. str	2690	Messageries Maritimes	Europe
Saltee	Feb. 23	Aranguren	Fr. str	323	A. R. Marty	
Sea Gull	—	Haydon	Amr. str	48	C. Traders' Insurance Co	
Selembria	Nov. 16	Fowler	Brit. str	1992	Russell & Co	New York
Sumatra	Feb. 20	Fairtlough	Brit. str	1408	P. & O. S. N. Co	Bombay
Taichiow	Feb. 20	Jordan	Brit. str	882	Yuen Fat Hong	Bangkok
Taiwan	Feb. 22	Wm. Cotter	Brit. str	1109	Butterfield & Swire	
Thales	Feb. 23	T. G. Pocock	Brit. str	820	Douglas, Lapraik & Co	
Tromp	Oct. 11	A. S. Roe	Dut. str	137	Ed. Schellhass & Co	Swatow
Whampoa	Feb. 19	Williams	Brit. str	1109	Butterfield & Swire	Melbourne
White Cloud	—	A. Benning	Brit. str	652	H. C. & M. Steamboat Co	Macao
Yottung	—	—	Brit. str	286	Chinese	
SAILING VESSELS.						
Andromeda	Feb. 11	Schaeffer	Ger. sh	1871	Captain	
Antioch	Nov. 25	J. Wyman	Amr. bk	356	Order	
Antoinette	Jan. 7	E. Th. Bunje	Brit. bk	384	Order	
Bonito	Feb. 17	H. Haase	Ger. bk	524	Wieler & Co	
Charlotte	Feb. 19	C. Horn	Ger. bk	820	Melchers & Co	
Coloma	Dec. 20	C. M. Noyes	Amr. bk	832	Melchers & Co	
Constanze	Feb. 24	C. Jacobs	Ger. sh	954	Siemssen & Co	
Francisca	Jan. 7	Gontard	Ger. bk	368	Wieler & Co	
Goode Hope	Feb. 22	O. Ormomsen	Dut. sch	185	Ed. Schellhass & Co	
Haydn Brown	Oct. 15	Havener	Amr. bk	822	Russell & Co	
Hecht	Feb. 25	W. Ploetz	Ger. sch	358	Siemssen & Co	
Hercules	Feb. 5	Lincoln	Amr. sh	1215	Order	
Jupiter	Dec. 25	C. Johannsen	Rus. bk	680	Arnhold, Karberg & Co	London
Loretto Fish	Feb. 3	Hyler	Amr. sh	1844	Russell & Co	S. Francisco
Lucia	Feb. 10	E. Crowley	Brit. bk	640	Adamson, Bell & Co	
Margarethe	Feb. 17	C. Peppe	Ger. sh	1228	Order	
Marie Louise	Feb. 18	A. Erschsen	Ger. bk	442	Chinese	
Marie Louise	Jan. 21	Behring	Ger. bk	915	Melchers & Co	
Mount Lebanon	Sept. 14	C. H. Nelson	Brit. bkn	530	Chinese	
Nellie May	Nov. 30	A. Austin	Amr. bk	664	Russell & Co	Victoria, B.C.
N. Gibson	Nov. 3	T. C. Bailey	Amr. bk	704	Borneo Co., Limited	
Paul Riviere	Jan. 29	Mullens	Amr. sh	1787	Captain	
Penobscot	Jan. 21	O. G. Eaton	Amr. bk	1067	Russell & Co	
Printemps	Feb. 22